

無名英雄的豐碑

加拿大溫尼辟市鐵路華工紀念碑特刊

Monument of the Unsung Heroes

COMMEMORATING THE CHINESE RAILROAD WORKERS AND THE 50TH ANNIVERSARY OF THE REPEAL OF THE CHINESE EXCLUSION ACT

鳴謝

為表彰加拿大太平洋鐵路華工對加國貢獻之血汗功績，
及慶祝廢除排華法案五十週年盛事，緬省華社特請
名雕塑家毛利奧先生于九七年精製紀念銅像，並出版此特刊，
以資紀念。承蒙下列各界慷慨資助，謹表謝忱:

加拿大聯邦政府
中華人民共和國政府
緬尼托巴省政府
溫尼泊市政府
溫尼泊基金會
邵德敏基金會
加拿大種族和諧基金會
緬省華社及各界熱心人仕

特別感謝前任市議員蕭雅敏先生
鼎力支持使紀念碑得以圓滿完成

◆

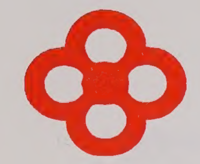
ACKNOWLEDGMENT

The sculpture was created in 1997 by Dr. Leo Mol, O.C., LL.D.
in recognition of the contribution of Chinese workers in building the
Canadian Pacific Railway, and in commemoration of the 50th Anniversary
of the Repeal of the Chinese Exclusion Act.

This project is commissioned by Manitoba's Chinese community
with financial assistance from:

GOVERNMENT OF CANADA
GOVERNMENT OF THE PEOPLE'S REPUBLIC OF CHINA
PROVINCE OF MANITOBA
CITY OF WINNIPEG
WINNIPEG FOUNDATION
THOMAS SILL FOUNDATION
CANADIAN RACE RELATIONS FOUNDATION
FRIENDS OF THE COMMUNITY

SPECIAL THANKS TO FORMER CITY COUNCILLOR
AMARO SILVA FOR HIS GREAT EFFORT
TO SUPPORT THIS PROJECT



溫城中華文化中心

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Dear friends,

The year 1997 was a particularly significant one for the Chinese community in Winnipeg. It represented the 10th Anniversary of the opening of the Winnipeg Chinese Cultural & Community Centre in Winnipeg's Chinatown. As well, it marked the 50th Anniversary of the Repeal of the Chinese Immigration Act (more commonly referred to as the "Chinese Exclusion Act")

To acknowledge these milestones the Winnipeg Chinese Cultural Centre undertook a fitting project: the commissioning of a sculpture recognizing the role played by Chinese Canadian railroad workers in building the Canadian Pacific Railway a century ago, which in turn played a key role in building our country.

We commissioned Leo Mol, an internationally renowned artist based in Winnipeg, to create this work, which is now on permanent public display in the Leo Mol Gardens in Winnipeg's Assiniboine Park.

This book is a record of the genesis of the project and the contributions made by the many people who worked together to bring to reality. Although there are too many to name them all, some of the key contributors deserved special mention: The Government of Canada, The Government of the People's Republic of China, The Province of Manitoba, The City of Winnipeg, The Winnipeg Foundation, the Thomas Sill Foundation, and the Canadian Race Relationships Foundation.

Accompanying this book is a video documenting the role of Chinese Canadians in building the Canadian Pacific Railroad.

We hope that this sculpture will keep the memory of our forefathers alive and remind all that Canada is a country that has been built and will continue to grow with the efforts of people from many different cultures.

Sincerely Yours,

Dr. Joseph Du
President,
Winnipeg Chinese Cultural & Community Centre

親愛的朋友：

一九九七年無疑是溫尼辟華社内最重要的一年了。這一年除了是溫城中華文化中心成立十週年紀念，更是加拿大廢除排華法案五十週年紀念之重大日子。

爲此，溫城華社特别邀請本市國際著名雕塑家毛利奥先生精心雕製一座銅像來紀念加太鐵路華工爲建設加拿大時所留下的血汗歷史。此銅像已豎立于本市景點阿辛尼邦公園内作永久展覽。

謹以此册子作爲紀念此項意義深長的工程，并藉此鳴謝各界鼎力支持，特别感謝的是加拿大聯邦政府、中華人民共和國政府、緬省政府、溫尼辟基金會、邵德敏基金會及加拿大種族和諧基金會等之慷慨資助，才得完成此盛舉。

除此書外，我們更製作有電視錄影記錄片，來表彰華工建立加拿大太平洋鐵路之英勇血汗斑跡。

唯願此雕像，不單使我們對先祖的豐績偉業記憶猶新，也從而提醒我們加國的建成及不斷成長強大，實是由很多不同文化背景的人來共同努力，作出貢獻而達成的。

溫尼辟中華文化中心主席
余嶽興醫生敬啓

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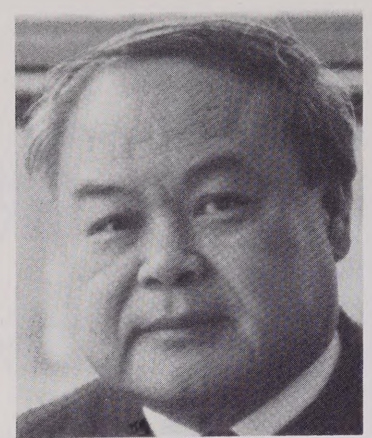
Poem by Mr. Frank Tsang
對聯：曾廷昌

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序　　言

溫城中華文化中心主席
余嶽興醫生

對於全加華人來說，一九九七年意義非同尋常。這一年是廢除華人移民法(通常被稱爲"排華法案")五十週年之紀念。一九四七年"排華法案"的廢除標誌著從一八八零年人頭稅開始的歧視華人的漫長而又屈辱的一段歷史的結束。而對我們溫尼辟的華人，一九九七年又代表了一個節日，那就是中華文化中心成立十週年紀念，這曾是溫城華埠再開發的一項重心工程。

一九九六年歲末，我們即著手籌劃這兩個紀念日。我們想把重點放在紀念華裔加人對加拿大社會的貢獻上而不是單純地回憶排華法案對華人的歧視。我們迅即決定建造一座銅像來紀念華工在十九世紀末對建造加拿大太平洋鐵路所做出的突出貢獻。華工承擔了西段鐵路的大部份工程，許多人爲之獻出了生命。他們留給我們的這條鐵路把整個國家連在一起，可以說，這些默默無聞的華工幫助建造了我們今天的加拿大。

在項目定下之後，我們首先想到藝術家就是毛利奧先生。他是國際著名雕塑家，其作品享譽世界，從華盛頓的加拿大大使館到艾森豪威爾總統圖書館。毛利奧先生是緬省人，在溫尼辟的 Assiniboine 公園裏的 "毛利奧花園" 是當地文化景點之一。我們就準備將銅像放置在這裏。而且，毛利奧先生自己也是移民。

當我們接觸毛利奧先生時，他爽快地答應了。只幾週的時間，他就設計出了塑像草圖。隨後銅像模型亦迅速製成。華工銅像幾個月後也順利完工。

隨著銅像工程的迅速進展，籌款委員會也在加緊工作以確保足夠的財力支持。數月內資助即到位，爲工程的完成奠定了基礎。塑像於九七年秋季完成，一九九八年六月銅像揭幕儀式正式舉行。所有參與此項工程的人士爲之感到自豪。這個銅像是對我們祖先對加拿大之貢獻的紀念。廣義上講，這項工程也標誌著我們這個國家是多元文化的結晶，鑒于人們過份強調差異而不是共同目標，此項工程甚爲切合時宜。

華工鐵路銅像的建成離不開社會各界的支持。在此僅向加拿大聯邦政府，中華人民共和國政府，緬省政府，溫城市政府，以及溫尼辟基金會和湯姆森基金會所提供的財政支持表示感謝。並衷心感謝華社各界人士及其他方面人士所提供的支持。我想特別感謝 Pearl McGonigal 女士與我共同負責籌款委員會。最後我們感謝毛利奧先生制作了這座華工鐵路銅像，他是我們的摯友，他的作品長駐人間。

Preface

Dr. Joseph Du
Chairman, Winnipeg Chinese Cultural & Community Centre

1997 was a particularly significant year for Chinese Canadians since it represented the fiftieth anniversary of the repeal of the Chinese Immigration Act (more commonly referred to as the "Chinese Exclusion Act"). The repeal of the legislation in 1947 ended a long and unhappy period in Canadian history that began with the establishment of the Head Tax (literally a tax paid by each immigrant from China on entry into Canada) in 1886.

For us in Winnipeg, 1997 also represented a happier event - the 10th anniversary of the opening of the Chinese Cultural Centre which has served as the centrepiece of the redevelopment of Winnipeg's Chinatown.

In late 1996 we looked as a community for a way to recognize both of these anniversaries. We wanted to sponsor a project that focussed on the positive contribution Chinese Canadians have made to Canadian society as opposed to dwelling on the discrimination and intolerance represented by the Chinese Exclusion Act. We quickly decided to commission a sculpture to recognize the role Chinese immigrants played in building the Canadian Pacific Railway in the late 19th century. Workers from China carried out much of the construction of the western portion of the line; many of them gave their lives in the effort. Their legacy is a railroad that tied the country together. Both literally and figuratively these often anonymous and forgotten workers helped create Canada as we now know it.

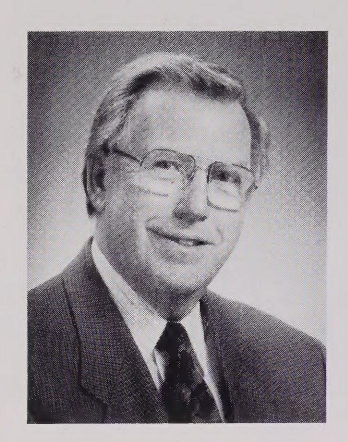
Once we decided on this project our first choice for the artist was clear: Leo Mol. Leo is a sculptor with an international reputation whose works are displayed around the world from the Canadian embassy in Washington to the Dwight D. Eisenhower Presidential Library. He is also a Manitoban and the Leo Mol Sculpture Garden in Assiniboine Park, where we wanted the work to be displayed, is one of the cultural high points in Winnipeg. Finally he is also, like many in the Chinese Canadian community in Winnipeg, an immigrant to this country himself.

When we approached Leo about this commission, he quickly accepted. Within weeks, he had prepared preliminary drawings for the piece. A preliminary model for the sculpture followed soon after and a maquette was prepared within a few months.

While the sculpture progress quickly, a fund raising committee worked to secure the money necessary to bring the project to fruition and found great support. Within a few months sufficient funding was in place to complete the project. The sculpture was installed in the late fall of 1997 and on June 11, 1998 the formal unveiling took place.

Everyone involved in the project can take pride in the results of our efforts. The sculpture is a fitting tribute to our forefathers who helped build Canada. In the larger context, this project underlines the fact that our country is the product of a number of cultures coming together and working to create a whole which is greater than the sum of its parts. At this point in Canada's history, when we are often more aware of the differences that divide us as opposed to the circumstances that bring us together, this project is timely.

A number of people and organizations deserve to be recognized for their role in bringing this project to completion: the Government of Canada, Government of the People's Republic of China, the Province of Manitoba and the City of Winnipeg provided funds for the sculpture as did the Winnipeg Foundation and the Thomas Sill Foundation. Individuals in the Chinese Canadian community as well as those outside it contributed money and time. Special thanks are owed to the Honourable Pearl McGonigal, who co-chaired the fund raising committee with me. Finally we are grateful to Leo Mol for creating this sculpture. He is a true friend of this community and his work will stand for the ages.



引　　言

溫尼辟前市長羅理

由國際知名，居住溫尼辟市的雕塑家毛利奧所創的心血結晶：毛利奧雕塑公園，已於一九九二年六月十八日在阿辛尼波公園內正式揭幕，這眞是溫市的寶藏了。

以三畝廣之地及大量的市政府經費支持，加上聯邦政府、私人及公商機構贊助，正讓藝術家毛利奧展示了其畢生之心血。

毛利奧暨夫人瑪嘉利女士也捐出其銅雕作品以及陶瓷器、名畫多幅等，現時都展立於阿斯尼賓公園內一角，成爲加拿大特出的文化景點之一。

畫廊及學院藝術工作室與荷花池、噴水池、花圃正融在一起，也剛好把藝術家多年來不同的心血精品互相輝映、互相襯托出來。

加上近期毛教授受溫城文化中心所托，精製及展立了一座來紀念鐵路華工事跡的銅雕，便更把雕塑公園的意義推上更高的層次。這件獨特的藝術品有意義及敏銳地描畫出華工血汗的功績，他們默默地把性命獻上，在極頑劣及危險的情形下協助完成加拿大太平洋鐵路。

再者，這座豐碑，也作爲紀念排華五十週年，及提醒我們這段悲傷及不能容忍的史實。

本身也是移民加國的毛利奧，生於烏克蘭波朗鎮，是一名陶匠的兒子，他對所接手的鐵路華工銅碑設計及製作都極感到自豪。

Foreword

The Leo Mol Sculpture Garden at Assiniboine Park is one of Winnipeg's greatest treasures. Born in the mind of internationally renowned sculptor and Winnipeg resident, Leo Mol, it was officially opened on June 18, 1992.

Dedicated to the display of the works of the artist whose name it bears, the three-acre site and substantial financial support were contributed by the City of Winnipeg. Additional financial assistance was received from the Province of Manitoba and the Government of Canada, together with contributions from private and corporate sponsors.

Leo Mol and his wife, Margareth, themselves contributed the bronze casts, together with many of his paintings and ceramics, which have now established this section of Assiniboine Park as a unique cultural landmark in Canada.

The Galleria and the School House Studio set amongst the lily ponds, the fountains, and the beautiful flowering beds of the garden, complement the display of the many and varied, exquisite and vital sculptures executed by Leo Mol over the years.

The recent commission granted to Dr. Mol by the Winnipeg Chinese Community has enhanced the Sculpture Garden immensely. It has added another outstanding work of art, meaningfully and with sensitivity depicting the contribution of the Chinese labourers who tirelessly, often under the most difficult and dangerous conditions, to assist in the completion of the Canadian Pacific Railway.

As well, by the commissioning of this work of art honouring the fiftieth anniversary of the revocation of the Chinese Exclusion Act by the Parliament of Canada, we have all been reminded of an unhappy and intolerant time in Canadian history.

Leo Mol, himself an immigrant to Canada, having been born in the village of Polonne, Ukraine, as Leo Molodoshanin, the son of a potter, took great pleasure in the design and execution of this commission and all that it represents.

Bill Norrie , C.M., Q.C. - *Former Mayor, City of Winnipeg*

編者的話

鄭成信

1997年5月10日，緬省華人歷史研究會在溫尼辟主辦了一個盛大的廢除排華法案五十週年紀念研討會。這次研討會的成果觸發了溫城中華文化中心主席余嶽與醫生籌建鐵路華工紀念碑的動機。他接著立即成立籌建紀念碑委員會，積極向各界人士籌募經費，並商請得國際知名雕塑家毛利奥（Dr. Leo Mol）爲這項具歷史意義的工程，精心雕製出鐵路華工爲完成加拿大太平洋鐵路所流的血汗以及他們對加拿大建國的重大貢獻。

經過爲期一年的努力，這座鐵路華工紀念碑終於豎立於阿辛尼波公園毛利奥塑雕園之內。爲了表揚這件緬省華社重大的歷史事件，藉此教育加拿大各界人士，並增進華裔與其他族裔的溝通和瞭解，我們編輯了這本紀念特刊。特刊的内容雖著重於圖片來表彰鐵路華工的歷史和鐵路華工紀念碑揭幕慶典的盛況，以及兩部大型歷史文獻紀錄巨片《楓骨中華魂》和《無名英雄的豐碑》在溫尼辟首映禮盛典，但本刊文獻的內容亦非常充實，尤其是前任市長羅利的毛利奥雕塑園的簡介和加拿大維多利亞大學地理系教授黎全恩的大作，「無名英雄：加太鐵路之華工」，以及其他的記盛文獻，均能以客觀、眞實並具有感動力的體裁來充分記載這段珍貴的歷史。本刊在附錄部份以圖片列出本省五位華裔參政的史蹟，藉此鼓勵華人多加涉入政壇，爲華裔爭取權益；同時也爲這些緬省華裔政壇先驅，表示崇敬與景仰。除此之外，我們亦藉此表揚高瞻遠矚，竭力爲緬省提升知名度的余嶽與醫生的功績；同時也以圖片展示了本市華社的許多重要的活動。

鐵路華工紀念銅像及本紀念特刊之得以順利完成，全賴加國三級政府，中華人民共和國政府，溫尼辟基金會，邵德敏基金會，加拿大族裔和諧基金會，緬省華社及各界熱心人士的鼎力支持與協助。溫城中華文化中心謹此表示至深的感謝。加國各級政府首長及中國駐加拿大大使和駐多倫多總領事致贈賀詞，使本刊篇幅增光，在此一併致謝。

本刊編輯同仁，均因公私繁忙，未能全力徵稿校勘，有錯漏之處，敬希讀者見諒指導爲感。

Editor's Note

Philip Chang

The Manitoba Chinese Historical Society hosted a conference on May 10, 1997 on the occasion of the 50th Anniversary of the Repeal of the Chinese Exclusion Act. The result of this conference inspired Dr. Joseph Du, President of the Winnipeg Chinese Cultural and Community Centre to initiate a significant project of commissioning a sculpture dedicated to the Chinese railroad workers and in commemoration of the 50th Anniversary of the Repeal of the Chinese Exclusion Act. Subsequently, he formed a special Committee for the project and commissioned the world-renowned artist Leo Mol to create a memorial sculpture in recognition of the contribution of Chinese Workers in building the Canadian Pacific Railway.

The Sculpture was completed and has been displayed in the Leo Mol Sculpture Garden in the Assiniboine Park since December 1997. The purpose of this special commemorative publication is to document this significant event and to serve as a public education tool for Canadians of all ages. It is our sincere hope that this publication will provide an opportunity to foster mutual trust and acceptance among all fellow Canadians.

The contents of this special publication are primarily focused on pictorial descriptions of the historical events of the Chinese railroad workers. The unveiling ceremony of the sculpture, the celebration activities, and the Winnipeg's Premiere of two important documentary films, "Canadian Steel, Chinese Grit" & "Monument to the Nameless Heroes". The contributing articles including the script of "Monument to the Nameless Heroes" by Chen Jian Guo and Li Ning-Yu, "Unsung Heroes: Chinese CPR workers" by Professor David Lai and several articles describing the Leo Mol project, have undoubtedly add as well to an important part of documenting this significant historical event.

In addition, in order to inspire and to encourage more Chinese Canadians to actively run for political office, we have made special references to five Chinese Manitobans who have marched boldly into the political arena and successfully integrated into the Canadian mainstream. Their efforts to improve the image of Chinese Canadians should be congratulated and recognized. Furthermore, Dr. Joseph Du, a man with vision and mission whose outstanding contribution to the community are high-lighted along with many other major activities of the Chinese Community

The publisher (The Winnipeg Chinese Cultural & Community Centre) would like to take this opportunity to thank various levels of government and many other charitable organizations for their generous financial assistance. Hearty appreciation is also extend to many enthusiastic and dedicated volunteers who have tirelessly devoted their time and energy to make the Leo Mol Project a great success. Furthermore, greeting messages from dignitaries are very encouraging and deeply appreciated.

On behalf of the editorial committee, I thank you all for your support. It is our hope and expectation that we will continue to receive support from Canadians in all walks of life and to pursue our goals in our common future as Canadians. Thank You!

名雕刻家毛利奧傳記

曾廷昌、王河 意譯

毛奴度臣年。利奧先生(簡稱毛利奧)出生於烏克蘭附近的小鎮，1936年至1941年期間，就讀於列寧格勒藝術學院及荷蘭海牙藝術學院。1948年來加拿大定居。

毛利奧於1940年初露頭角，受命於列寧格勒音樂學院為著名作曲家亞力山大波絡丁造像。歷年來他曾獲許多機構與學府的任命，諸如：加拿大聯邦政府亞省和緬省省政府緬省大學、羅馬聖祈禮文大學、德國的毛利奧博士中學、荷蘭愛荷文鎮的工業學院等。

毛利奧在國際上赢得盛名的作品計有：1964年六月在美國華盛頓特蘭思石振科揭幕的紀念碑，於1971年十一月在阿根廷布彝樂斯艾利思揭幕的紀念碑。

毛利奧曾為國際上許多名人及政要塑製半身像，諸如：加拿大前總理迪芬貝嘉、美國前總統艾森豪威爾、英國前首相丘吉爾、意大利梵帝崗教皇保祿六世、約翰十三世、約翰保祿二世以及施立夷和德舍蘭紅衣主教、1990年於美國費城完成的伊那雷安、麥森許敏力及安達岑德基塑像，復於1983年在德國保華尼亞鎮的亞多庭市塑出超過眞人比例的大主教像。

其他的作品包括1967年完成的奧卡豪瑪州白德市的菲利蒲石油公司的總裁亞當施塑像1967年設於緬省溫尼辟市的英女皇伊利莎伯二世塑像緬省迪坡鎮的先驅飛行家藍湯姆塑像 1980年設於亞省愛民頓附近烏克蘭中心的拓荒者家族、1984年在奧大利法蘭登滋完成的庇多皮奧塑像還有分別於1984年在緬省溫尼伯市、1988年在莎省莎士嘉屯市、 1989年在安省多倫多市、1988年在英國倫敦、1988年在羅馬梵帝崗等多個地方完成的聖和樂多美紀念碑。

設立於德國新安姆墳場的名作家伊文白赫倫利紀念碑於1966完成；設立在渥太華的迪芬貝嘉紀念碑曾獲加拿大全國比賽首奬，并於1986九月在國會揭幕；1990年設立在溫尼伯市聖約翰中學內，為麥士貝爾而作，名為「草原上的學童」紀念碑。

此外的塑像還包括 – 加拿大著名的「七人畫組」內名油畫家：傑克臣、華里法德、卡晨；藝術家聶鐸富士基、基列程科、鐵藍尼司、何典尼思基；雕刻家百利加、羅凌、比爾、何布絡克、達禮新；及作曲家柴可夫斯基、李新科、科司茲等。更有其他人士的銅雕和石刻塑像，如：設立在安省凱恩堡的麥邁高加拿大藝術品收藏館創辦人羅勃麥邁高、前溫尼辟自由日報編輯杜力信博、史芙東、名律師麥考尼及前溫尼辟市長蘇爾巴等。

毛利奧的作品給收集陳列於世界各的藝術館，永垂久遠：

安省謙美頓藝術館、麥邁高加拿大藝術品收藏館、安省藝術館、溫尼辟藝術館、亞省卡其利河堤基金會、亞省賓芙彼德威博物館、華盛頓國家塑像館、梵帝崗現代宗教藝術館、羅馬聖祈禮文大學、安省多倫多烏克蘭中心藝術館、溫尼辟烏克蘭中心畫廊、在溫尼辟市及美國科羅拉多

州丹華市的大西方人壽保險公司，以及加拿大、美國、英國、德國、意大利及荷蘭等國家之大機構和個人收藏家。

毛利奧是緬省藝術協會會員幷曾任該會會長；加拿大雕刻家協會會員及前任副會長；加拿大皇家藝術學會會員、美國藝術家聯會會員、德國的慕尼克庚士那會員、烏克蘭藝術家協會會員。

毛利奧曾獲緬省大學、溫尼辟大學及亞省大學授予名譽學位；又於1989年獲加拿大頒給高級勳章。

毛利奧在他的雕刻方面有特出的成就之外，還創造八十多種花紋玻璃窗，幷於1992春季，在溫尼辟市的阿辛尼波公園設立毛利奧雕刻作品藝園，陳列銅雕二百多件，可謂琳琅滿目。

BIOGRAPHICAL NOTE - LEO MOL *O.C. L.L.D. R.C.A.*

Leo Mol (Leonid Molodoshanin), born 1915 in Polonne, near Shepetivka, Ukraine. Mr. Mol studied at the Leningrad Academy of Arts (class of Professor M. Manizer) from 1936 to 1941, in the Kunst Academy, Berlin, Germany and the Academy of Arts in Hague, Netherlands. In 1948 he made his home in Canada.

His earliest commission came from the Leningrad Conservatory in 1940, to design and create a portrait of the distinguished composer, Alexander Borodin. Over the years he has received commissions from institutions such as the Canadian Government, Provincial Government of Alberta and Manitoba; the University of Manitoba, St. Clements University, (Rome, Italy); Dr. Leo Mol Junior High School in Tacherting, Bavaria, Germany; and the Technical High School in Eindhoven, Holland.

As winner of international competitions, Leo Mol was commissioned to execute monuments to Taras Shevchenko in Washington D.C., (unveiled in June of 1964); Buenos Aires, Argentina, (unveiled November, 1971) and in Prudentopolis, Brazil, (unveiled December 1989).

Leo Mol has executed many portrait busts of noted world figures such as the Hon. John Diefenbaker, former Prime Minister of Canada; Dwight D. Eisenhower, former President of the United States; Winston Churchill, former Prime Minister of Great Britain; Pope Paul VI, Pope John XXIII, Pope John Paul II; Cardinals Slipyi and Tisserant in the Vatican, Italy; Metropolitans Illarion, Maim Hermaniuk and Andre Shepticky in Philadelphia, Pennsylvania (1990); also an over life-size figure of the Pontiff in Altotting, Bavaria (1983).

Other commissioned portraits include a portrait figure of K.S. Adams, president of Philips Petroleum, Bartesville, Oklahoma, 1967); Queen Elizabeth the Second, (Winnipeg, Manitoba, 1967); a figure of Tom Lamb, pioneer aviator (The Pas, Manitoba); "The Pioneer Family", (the Ukrainian Heritage Village, near Edmonton, Alberta, 1980); Pater Pio, (Franstanz, Austria, 1984); a Monument to St Volodymyr, (in Winnipeg, Manitoba, 1984; Saskatoon, Saskatchewan, 1988; Toronto, Ontario, 1989; London, England, 1988 and the Vatican, Rome, 1988); a monument to the writer Ivan Bahriany, (at the cemetery in New Ulm, Germany, 1966). Awarded first prize in national competition for the monument to John Diefenbaker, (unveiled Sept. 1986, Parliament Hill, Ottawa, Canada); monument to Max Bell, "Prairie Schoolboy", (St. John's Ravenscourt School, Winnipeg, Manitoba, 1990).

Other portraits include the painter of the Canadian "Group of Seven", A.Y. Jackson, Fred Varley, A.J. Casson; artists,

Y.Hnizdovsky, O.Gritchenko, P.Kuch, Clarence Tillenius, S.Hordynsky and sculptors, Arno Breker, Frances Loring, Charlie Biel, E.Holbrook, A.Daragan and composers Peter Tchaikovsky, Mikola Lishenko, and Olexandr Koshitz. Also portraits of Robert McMichael, found for the McMichael Canadian Art Collection, Kleinberg, Ontario; Dr. P.H.T.Thorlakson, Victor Sifton, former editor of the Winnipeg Free Press; John MacAuley, layer; John Dzuba, former Mayor of Winnipeg. All above-mentioned works are in bronze and granite.

Leo Mol's works are to be found in the permanent collections of the Hamilton Art Gallery, The McMichael Canadian Art Collection, (Kleinburg, Ontario); The Ontario Art Gallery, The Winnipeg Art Gallery, The Riveredge Foundation, (Calgary, Alberta); The Peter Whyte Museum, (Banff, Alberta); The National Portrait Collection of Modern Religious Art in the Vatican Museum in Rome, Italy; St. Clements University, (Rome, Italy); The Ukrainian Canadian Art Foundation, (Toronto, Ontario); the Gallery of the Ukrainian Cultural Centre, Oeredok, (Winnipeg, Manitoba); Great-West Life Assurance Company, (in Winnipeg, Canada and Denver, Colorado); and in private and corporate collections throughout Canada, The United States, England, Germany, Italy and Holland.

Mr. Mol is a member and past president of the Manitoba Society of Artists, member and past vice-president of the Sculptors' Society of Canada, member of the Royal Canadian Academy of Arts, member of the Allied Artists of America, member of the Munchener Kunstlergenossenschaft, Germany; and the Society of Ukrainian Artists in Diaspora.

Leo Mol has received honorary degrees from The University of Winnipeg, (Manitoba); The University of Alberta (Edmonton); and The University of Manitoba, (Winnipeg). He was made an officer of the Order of Canada in 1989.

Apart from this distinguished artist's accomplishments in the field of sculpture, he has designed and executed more than 80 stained glass windows.

The Leo Mol Sculpture Garden opened in Winnipeg's Assiniboine Park in the spring of 1991, featuring over 200 bronze sculptures from the artist's personal collection.



A scene from the Leo Mol Sculpture Garden.
Photo Courtesy: Mr. F. T. Lee

賀詞 GREETINGS



加拿大總督賀函



THE GOVERNOR GENERAL
LE GOUVERNEUR GÉNÉRAL

RIDEAU HALL
OTTAWA

In the 1880s, thousands of Chinese people arrived in Canada to help build the Canadian Pacific Railway. The tracks, which were often laid through seemingly unpassable terrain, united our country and solidified Confederation. However, even though the labour of the Chinese people made the completion of the railway possible, Chinese immigrants were not always welcomed in Canada. Thankfully, in the half century since the Chinese Exclusion Act was repealed, many things have improved, and the Chinese heritage has become a vital part of Canada's multicultural fabric. It is important, though, that we remember the hardships Chinese immigrants faced and their courage and determination that brought about these changes.

As Governor General, I am pleased to congratulate the Winnipeg Chinese Cultural and Community Centre and all those involved with the unveiling of the Leo Mol sculpture. Today, just as the railway remains a powerful symbol of the pioneering spirit that helped shape our country, this sculpture will help people remember the efforts of the thousands of Chinese people who laboured on the project. This work of art also celebrates the 50th anniversary of the repeal of the Chinese Exclusion Act, and I hope that all those who view it will learn about this part of our history.



Roméo LeBlanc

October 1998



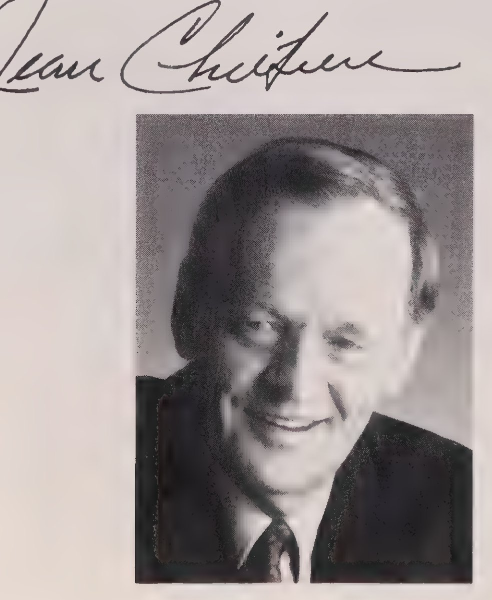
PRIME MINISTER · PREMIER MINISTRE

It gives me great pleasure to extend my warmest greetings to everyone marking the 50th anniversary of the repeal of the Chinese Exclusion Act.

One of the strengths of the Canadian social fabric is the degree to which the many groups which make up our cultural diversity maintain their individual characteristics, while at the same time contributing to a strong and harmonious Canada. They have joined together in a common cause -- to make Canada their home -- and it is their skills, hard work and vitality which have created a flourishing and vibrant country.

I congratulate you on the many cultural contributions which Chinese Canadians have made to our Canadian heritage. May you have every success in meeting the challenges of the future.

OTTAWA
1998



中 华 人 民 共 和 国 駐 加 拿 大 大 使 館

THE EMBASSY OF THE PEOPLE'S REPUBLIC OF CHINA IN CANADA

515 ST. PATRICK STREET, OTTAWA K1N 5H3
TELEPHONE (613) 234-2682

P.O. BOX 8935
NEW TERMINAL, ALTA VISTA, OTTAWA

欣闻温城中华文化中心纪念铁路华工的特刊即将出版。在此，我谨表示热烈的祝贺，并向特刊的各位读者朋友致以亲切问候。

一百多年前，数以千计的华工远涉重洋来到加拿大参加修建横贯全国东西的太平洋铁路。他们在极端困难的条件下，与加拿大的工人一起冒严寒、抗酷暑，以非凡的毅力、艰苦的劳动建成了具有历史意义的太平洋铁路。他们为此付出了巨大的代价，许多人献出了宝贵的生命。他们在加拿大铁路修筑史上作出了不可磨灭的贡献。同时，也播下了中加两国人民友谊的种子，他们的光辉业绩值得我们后人永远纪念。

一百多年后的今天，又有更多的华人踏着筑路者的足迹，来到加拿大定居。他们发扬先驱者们艰苦创业的精神，与加拿大各族人民一起和睦相处，共同努力，为加拿大社会的繁荣与发展继续做出贡献。

由温城中华文化中心出版的这一特刊，将使各位读者有机会了解铁路华工在加拿大铁路修筑史上所作出的努力以及他们艰苦创业的精神。

顺致最美好的祝愿。



中华人民共和国驻加拿大大使

一九九八年八月三十一日

Ambassador Mei Ping



緬省省督賀函
Office of the Lieutenant Governor
Room 235, Legislative Building
Winnipeg, Manitoba, Canada
R3C 0V8

A MESSAGE FROM THE LIEUTENANT GOVERNOR OF MANITOBA



As the Queen's representative in Manitoba, it is my sincere pleasure to bring vice-regal greetings to the members of Winnipeg's Chinese community as you mark this significant occasion in your cultural history.

The construction of the Canadian Pacific Railway line represents a tremendous effort by many citizens to create an extraordinary piece of infrastructure that would physically unite our great nation.

Our province's Chinese-Canadian community is justifiably proud of the contributions made by its members to this remarkable national achievement. The enduring legacy of the railway itself is now complimented by the artistry of the gifted Leo Mol in an inspiring tribute to the 50th anniversary of the Repeal of the Chinese Exclusion Act. This unique sculpture will certainly serve as a lasting reminder of your community's past struggles for peace, harmony, freedom and equality.

May the messages conveyed through this remarkable work of art inspire Canadians to learn from the past to ensure a brighter future for all of our citizens.

The Honourable Peter M. Liba, C.M.

緬省省長賀函



PREMIER OF MANITOBA
Legislative Building
Winnipeg, Manitoba, CANADA
R3C 0V8

MESSAGE FROM THE PREMIER OF MANITOBA



I am pleased to join you in commemorating two very important events in the history of Canada. This year, a sculpture was unveiled in the Leo Mol Sculpture Garden recognizing the contribution of Chinese railroad workers and the repeal of the Chinese Exclusion Act.

This publication celebrates the many positive changes that have taken place in society over the last five decades. It is also a recognition of how much our Chinese community has contributed to our society as a result of their hard work, ideas, love, compassion, and active participation.

We are proud that Chinese Manitobans are a vibrant and dynamic part of life in our province and nation. On behalf of the people and Government of Manitoba, I commend all those who have worked so hard on all the projects marking these historic milestones.

Gary Filmon



Minister
of Canadian Heritage

Ministre
du Patrimoine canadien

加拿大文化部長賀函

Ottawa, Canada K1A 0M5



Canada's length became substantially shorter with the completion of the transcontinental railroad. With this magnificent engineering feat, Canada gained a sense of unity that has been our abiding pride ever since. We could not have had this incredible rail link without the contribution of thousands of workers, among whom were many Chinese labourers.

As Minister of Canadian Heritage, I salute the **Winnipeg Chinese Cultural and Community Centre** for your efforts, such as the Leo Mol sculpture and this magazine, to recognize the Chinese who helped build our country, as well as to commemorate the 50th anniversary of the repeal of the Exclusion Act. Best wishes for the future.

Sheila Copps

Canada

加拿大多元文化部長賀函

Secretary of State
(Multiculturalism) (Status of Women)



Secrétaire d'État
(Multiculturalisme) (Situation de la femme)



Dear Friends,

I am delighted to send greetings to the members of the Chinese community, as you commemorate your history in Canada.

From the first small group that arrived in the mid-19th century, Canada's Chinese community has persevered through difficulties and deprivations to become one of our most vibrant and prominent communities. Your contributions to Canada's economic, political, cultural and social life have helped to create a strong and prosperous nation that is well-placed to meet the new millennium.

As Secretary of State for Multiculturalism and the Status of Women, I applaud your energy and determination that have assisted you in taking your place in the heart of Canadian society. Best wishes for your continued success and prosperity.

The Honourable Hedy Fry, P.C., M.P.

Ottawa, Canada K1A 1K5

SPEAKER OF THE SENATE



PRÉSIDENT DU SÉNAT

Hon. Gildas L. Molgat

Ottawa, K1A OA4

14 September 1998

Over half a century ago, a man from Eastern Europe crossed the Atlantic and half of Canada to reach Winnipeg. That man, Leo Mol, created an inspiring sculpture, honouring a large group of railway construction workers from half a world and one century away, who came here from the opposite direction – across the Pacific Ocean from China.

It is highly appropriate that these two events should be commemorated in Winnipeg, site of the world's largest privately owned railway marshalling yards, which themselves are a direct outcome of the great historic rail construction project.

For me, as the Honourary President of the Winnipeg Chinese Cultural and Community Centre, this is an historic occasion. We salute both the Chinese workers who contributed in such a dramatic fashion to our nationhood, and we also celebrate, in the sculpture, the 50th Anniversary of the Repeal of the Chinese Exclusion Act in 1947.

Both have led to the development and cultural enrichment of our beloved Canada.

May the ideals of these historic events continue to live in our hearts.

參議院議長，
溫城中華文化中心
榮譽主席賀函

Senator - Ste. Rose, Manitoba

Sénateur - Sainte-Rose, Manitoba

CONSUL GENERAL OF THE
PEOPLE'S REPUBLIC OF CHINA
IN TORONTO
ZHOU XING BAO

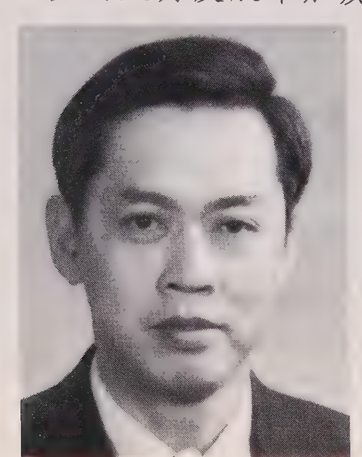


中华人民共和国总领事馆

温城中华文化中心:

在纪念加拿大废除排华法案五十周年之际，温尼泊各界华人竖立了"铁路华工纪念碑"，意义十分重大。"铁路华工纪念碑"的竖立，充分肯定了华人先辈在加拿大的社会经济发展历史上所做出的杰出贡献，让后代了解先人在加拿大曾经历的苦难和作出的牺牲，更加珍惜来之不易的今天。同时，对促进中加两国人民之间的了解和友谊也十分重要。现在，你们又编辑出版《纪念特刊》。这将使更多的人深入了解这段历史，进一步弘扬铁路华工的卓越贡献，增进华人和其他各族裔的友好关系，有利于加拿大多元文化的丰富和繁荣。

目前中加两国间面向二十一世纪的全面合作伙伴关系发展顺利，双方在经贸、科技、教育、文化等各个领域的交流与合作都有较大的进展。这些成就的取得与加拿大各界华人的努力是分不开的。我相信《纪念特刊》的出版，会促使更多的人为发展中加友谊而做出新的贡献。

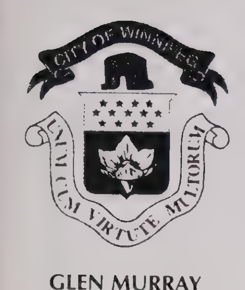


中华人民共和国驻多伦多总领事

周兴宝

一九九八年十二月八日

溫尼辟市長賀函



GLEN MURRAY
MAYOR • MAIRE • ALCALDE

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■

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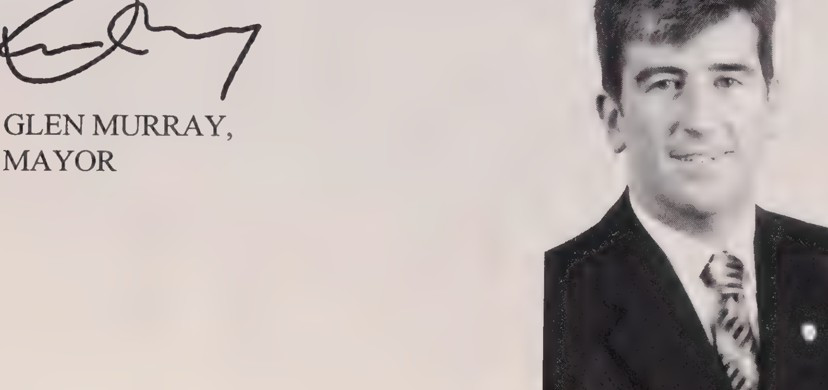
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I would like to congratulate the members of the Winnipeg Chinese Cultural and Community Centre as your mark an important anniversary in our history.

The very foundation of Canada depended on a railway linking the country together, and that railway would not have been possible without the hard work of thousands of Chinese people. It is a history that contains much to be proud of, but it is also a reminder of many tragedies, as countless Chinese people lost their lives toiling in dangerous conditions. Canadians owe much to the memory of these hard working men and women.

On behalf of my colleagues on City Council, and all citizens of Winnipeg, our warmest greetings as you recognize the contribution of the Chinese railroad workers, and commemorate the 50th anniversary of the Repeal of the Chinese Exclusion Act.



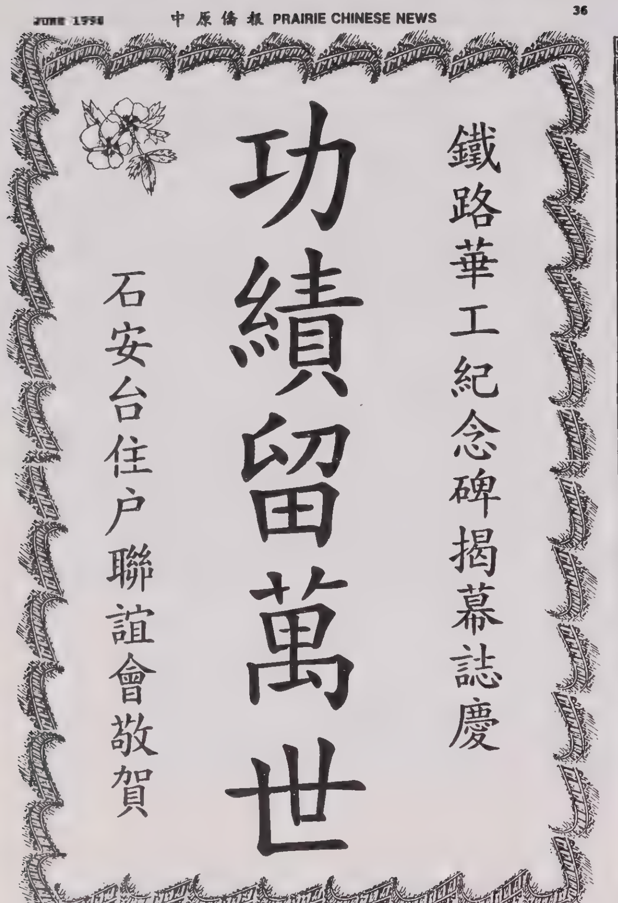


GLEN MURRAY,
MAYOR



WINNIPEG – HOST CITY OF THE 1999 PAN AM GAMES
WINNIPEG – VILLE HÔTESSE DES JEUX PANAMÉRICAINS DE 1999

報章賀詞



鐵路華工紀念碑揭幕誌慶

功績留萬世

石安台住户聯誼會敬賀



熱烈祝賀温尼辟紀念廢除排華法案五十週年

鐵路華工紀念銅雕揭幕誌慶

揭幕典禮

日期：一九九八年六月十一日

時間：上午十時三十分

地點：Assiniboine 公園

鐵路縱橫通十省

滂沱涕淚灑硌磯

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中華文化中心　金冠酒樓　上海洋服　梁華山夫婦

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溫城李氏公所　文臯卿雲女士　李氏餐館

敬賀

温尼辟 Leo mol 雕塑園

鐵路華工紀念碑揭幕慶典

硌磯層巒連浩漢

華工血汗沾衣襟

社群鑄像供仰念

永垂史範祖恩深

温尼辟華社團結諮議會致賀

温尼辟 Leo Mol 雕塑園

鐵路華工紀念碑揭幕慶典

銅雕鑄偉蹟

藝苑頌豐功

緬省華報同人致賀

封面主題 COVER THEME

鐵路縱橫通十省

滂沱洒涕酒硌磯

無名英雄：加拿大太平洋鐵路之華工

維多利亞大學地理系教授
黎 全 恩

無言抵加國、 沉默爲准式、
處處樹營帳、唯一作居停。
日出而勞動、 勤苦如往昔、
寂夜常作伴、 寒冬似舊識。

理想早成空、 夢魘尚未眞、
"君爲何建路？" 途人或曾問。
對答簡而淺、 中華哲理深：
"我雖不自明、 惟事應完成。"
寥寥此數語、 總結勞工情。

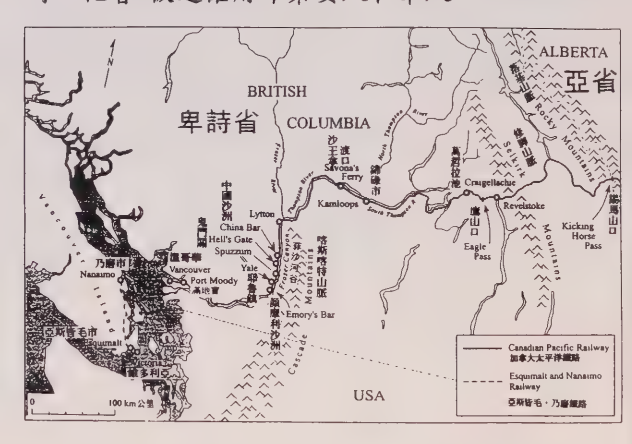
昔人俱往矣、 勞聲亦相隨。
遠涉重洋至、 審其可曾悔？
今人所知者、 昔賢嘗面對、
意料外驚懼、 亦未表縮退。
當日離家園、 灑盡英雄淚。

這首「未受歌頌的英雄」英文詩，是賴雅遜學院鄒華正教授所作，蘇紹興博士翻譯爲中文。此詩描述當日興建加拿大太平洋鐵路華工之心聲。卑詩省的白種人，並沒有感謝他們爲建鐵路之犧牲，反而反對僱用華工，因爲有華工之競爭，使白人也要接受較低的工資，從而降低他們的生活水準。此外，華工不作長居之想，無助於卑詩省的建設，故此許多加拿大白種人認爲僱用華工是一種「禍害」。

要求只僱白人

當時的卑詩省政客莎士比亞(Noah Shakespeare)、駱臣(John Robson)、賓士打(Arthur Bunster)和郭士毛(Amor De Cosmos)爲增強他們之政治地位和前途，利用當地反對華人移民和華工的情緒來鼓吹反華。聯邦政府於1877年決定興建加拿大太平洋鐵路後，這些政客立即組織公聽會及發動請願書，要求聯邦政府，勿用「蒙古勞工」興建鐵路。

1877年10月7日，聯邦政府開始招標修建卑詩省從耶魯鎮(Yale)附近的顏摩利沙洲(Emory's Bar)至錦碌市(Kamloops)附近的沙王拿渡口(Savona's Ferry)，這部份長達127英哩的鐵路，分爲四份合同承建。四項鐵路工程招標後，起初由當地四位承建商投獲，但於1879年12月底，都轉賣了給一位美國鐵路建築商安達當(Andrew Onderdonk)。翌年4月，莎士比亞帶領及華協會會員，前往質詢安達當，問他準備用什麼樣的勞工興建這條鐵路。安達當回答說，他會先用卑詩的白人工人，不足時，就僱加拿大的法裔工人。如果還不夠時，他會"被迫僱用印第安人和華人"。



1880年卑詩省的白人人口約爲35,000人。他們多數經商或從事金礦、煤礦、捕魚等行業，據估計可受僱於修鐵路的白人工人不足 400人。當安達當在維多利亞市招聘白人工人時，發覺142個申請者中，只有39位是適合人選。但他估計約需一萬名工人來興建鐵路，所以他要到國外去招聘。安達當只肯給工人每日1.5元，管工則每月125元，但是北太平洋鐵路公司以前的工資是一天1.75至2元。所以，沒有好的鐵路工人肯來工資又低又荒涼的卑詩省來工作。鐵路工程師甘比(Henry Cambie)抱怨，安達當從舊金山僱來這些工人，大多數是頹廢的酒保、賭徒或是失業的文員，他們毫無用鐵鍬和鎬頭的經驗。安達當也對他們的工作表現十分失望，最終不得不"勉強"僱用華工。這些華工工資低，每天只是一元，但他們吃苦耐勞，工作可靠。當卑詩省政客繼續反對僱用華工時，麥當奴總理(John Macdonald)便對他們説：「你們欲想鐵路依期完成，就不能反對僱用華工。目前只有一個選擇：僱用華工，或是不要鐵路。」很多白種人，認爲華工是一種"禍害"，但沒有鐵路則是更嚴重的"禍害"，如果兩害相權取其輕，則應該包容僱用華工。因此，卑詩省的白人只有面對現實，接納必需的"禍民"爲他們興建鐵路了。

必需的"禍民"

1880年6月，首批160名華工和40名白人從舊金山到達耶魯鎮，開始了修鐵路的工作。白人工人進行爆開墜道和架橋，華工則從事鏟平山頭和用卵石填滿的工作。

1881年安達當又成功地投到長達86英哩的一段鐵路工程，由顏摩利沙洲向西伸展到滿地寶(Port Moody)，所以他急需更多勞工。他本欲在卑詩省招聘工人，不論是白人、華人、印第安人或其他種族。但是，因他出的工資低微，不能吸引到足夠的工人來應徵，於是他急急忙忙的去找舊金山商人李天沛替他招募1,500名華工。李天沛於是聯合他三位同鄉：舊金山廣華源的李天寶、和維多利亞市廣安隆的李佑芹、及泰源的李奕德共同組成聯昌公司(英文叫李卓公司)，專門經營招募華工的生意。雖然安達當本欲請曾在美國修建加州南太平洋和俄勒岡北太平洋鐵路的有經驗華工，但招不到足夠之數，所以李天沛等只有返港招募。終於1881年春天，2,000名華工由兩艘包船從香港運抵維多利亞市，然後立即轉送往耶魯的工地開工。

後來安達當又再投獲由沙王拿渡口各東伸展到鷹山口(Eagle Pass)之一段鐵路，鐵路工人的需求更甚，但當時勞工短缺，所以安達當更加非依賴華工不可。到1882年底，他的鐵路工人9,000名中，只有2,500名白人，其餘6,500名都是華人。這時，卑詩省內不再激烈反華，因爲大部份市民，都希望鐵路早日完成，可以吸引多些白人移民來發展卑詩省。

可惜，政客對華人的容忍態度沒有持續多久，1883年春國會開會時，兩名維多利亞市的國會議員，莎士比亞和貝克又再要求聯邦政府限制華人移民，並警告加東的政治家們，一旦鐵路完工，這些無法對付的廉價勞工就會東移。當他們還在討論這問題時，安達當陷入了財務危機，要開始考慮解僱一些工人。在1883年3月，他已虧損了250萬元。1883年秋，安達當往渥太華，尋求聯邦政府的資助，到12月初時，並無他法，唯有解僱部份工人，削減開支，大約三千華工和五百名白人工人，都被解僱。鐵路工程進展，因此緩慢了。

1884年，安達當解決了他的財政困難，正準備大舉復工之際，卑詩省議會通過一項移民法案，禁止華人進入卑詩省。安達當急忙告訴加拿大太平洋鐵路(CPR)的主席史提芬(George Stephen)，他還需要從俄勒岡州和加州請華工來修建錦碌市以東的鐵路。兩週內，史提芬兩次向麥當奴總理請求盡快否決這項提案，否則加拿大太平洋鐵路就無法如期完成。麥當奴接納建議，先著手否決提案，並在1884年夏天，成立一個皇家調查委員會來專門研究華人移民的問題。但是因當時"轉包"鐵路工程太多，工人轉工頻密，要統計鐵路華工之數目，已十分困難。安達當向調查委員會報告，他在一個時期內，曾有6,000名華工和3,000名白人工人。 但委員會報告，由1881年至1884年間，共有15,701名華工由中國，舊金山和標吉海峽(Puget Sound)商埠，乘船抵達維多利亞市。在1881年，卑詩省華人人口爲10,492，其中2,900名爲鐵路工人。

最後，聯邦政府根據委員會的建議，於1885年通過一項華人移民法，向所有進入加拿大的華人，徵收50元的人頭稅；然而，人頭稅在1886年1月才生效，也就是說在鐵路修好後才徵收。

太平洋鐵路終於大功告成於1885年11月7日，在鷹山口的萬哲拉池(Craigellachie)，釘下了最後一顆道釘。這時大部份華工已被解僱，圖中唯一之華人，可能只是一位廚師或僕人而已。

苦難與死亡

安達當引進華工之舉，常被譏笑爲第二位摩西，將華人帶到"神所應許"之卑詩省樂土。但在當時，對華工來說，卑詩省很難被稱爲一片樂土。從中國到加拿大橫跨太平洋漫長的航行，往往是艱辛而且危險的。例如，甘比寫給加拿大太平洋鐵路的總工程師花比(J.M.R. Fairbairn)的信中說，1881年到82年的冬天，2,000名華工乘船渡過太平洋時，他們被關在船艙，通風很差。他們4月份到達卑詩省，身體狀況外觀還好，但不久之後，很多人得了壞血病，最後大約有十份之一的人因此而死亡。

前往菲沙河谷工地的旅途也同樣艱苦。一個承包商何斯(W.H. Holmes)，在他的回憶錄中，生動地描述了華工從耶魯鎮到列頓鎮(Lytton)一段路中的辛酸。

"一船船的中國佬，被他們的承包商帶進來，船一到達耶魯鎮，他們馬上踏上加利布(Cariboo)棧道。每個人都帶著大量的米和自己的行裝，掛在扁擔上，一路步行到目的地，從沒間斷過。華工們都不懂英語，如果有人生病或掉了隊，領隊拿走他的行李，只留下一碗米給他，就任他自生自滅。我們收容了幾個人，

如果不幫他們，他們必死無疑。有一次，一位工程師的夫人基佛(George Keefer)太太聲說一個中國人生病被放棄在路上，她就前去把他帶回家中，給他食物，照顧他直至復原，他病好返回營地，他的同伴都以爲見到鬼了，一個個嚇得跑出了營地，過了很久，他們才相信他 沒有死去。"

在鐵路興建過程中，料想許多華工受傷或死亡。死亡人數，始終不詳，因爲華工死亡，並沒有報告給省政府驗屍官，所以，驗屍官也沒有進行調查。況且，法律也不要求調查修鐵路中發生的死亡事件。當地報紙，偶然也會報導死亡意外之新

聞，例如，1880年8月維多利亞市的不列顛殖民地日報(Daily British Colonist)，報導九名華人在耶魯鎮的一次爆炸事故被"高高地拋上天空又摔下來，流血而死"。此外，私人日記和回憶錄也曾記載一些死亡事件。例如，甘比在1880年的日記中寫道"9月4日，一名華工被岩石砸死。9月7日，一條船在菲沙河中傾覆，一名華人淹死。9月11日，一名華人死於塌方"。對於致命的事故，華人往往歸罪於白人管工之疏忽。有一次，管工米拿(Miller)在爆石前沒有預先警告工人，結果一塊飛石打死了一名華工，到底有多少次華工被無端地置於工傷和死亡的危險之中，沒有資料可查。1882年9月，安達當派了150名華工爬上又滑又陡的菲沙河谷兩岸的山道，拉纖將一艘250噸的汽船土古斯(Skuzzy)號拖過鬼門關(Hell's Gate)去波士頓沙洲(Boston Bar)。無人知道在拖船過程中有多少人受了傷，有多少人失手掉落激流中。

工傷事故並不是唯一造成眾多死亡的因素，其他的原因還包括卑詩省的氣候和營養不良，華工都來自中國沿海的亞熱帶地區，不習慣卑詩省嚴酷的冬天，許多新來的人生病或死亡。1882年11月，加拿大總督羅尼侯爵(the Marquess of Lorne)走訪了一個華人營地，注意到華工每隔半小時就得圍在一小堆火旁暖暖手再去拿鐵鍬幹活。有的白人管工對華人毫無憐憫之心，相反，他們反複抱怨華人在嚴寒下的"低效率"。有一次，一個白人領工不允許華人用火藥生火泡茶、暖手，因此，華工收拾行裝，拒絕工作，表示抗議。

營養不良和缺醫少藥也是生病和死亡的主要原因。由於無醫可求，數目不詳的華工因病死亡。由於冬天缺乏蔬菜和水果，很多華工得了腳氣病和壞血症而死。1883年2月，內陸衛報(The Sentinel)報導，一週內，至少有6名華工死亡。7天後又有兩人突然死亡，兩週後又有更多的人死亡。他們死後，往往就地掩埋於鐵路兩旁砂石泥土堆下。不列顛殖民日報於1883年3月8日報導說，既沒醫生為華工治療，也沒人對他們有興趣，所有的疾病都因腳氣病而引起。李卓公司拒絕負擔華工醫療和醫藥的責任，安達當則表示不干涉。該報估計在1885年11月中，受僱於安達當的8,000名華工中有1,500患病，有多少人死於疾病，則無從統計。

加拿大太平洋鐵路公司和李卓公司對華工的剝削，給華工造成的慘境中，起了推波助瀾的作用。華工必須在加拿大太平洋鐵路公司價格昂貴的商店裏購買生活必需品。如果他們在其他店裏購買，每日工資就會從1元減到8毛。 反抗這些剝削的行動，在1881年春第一次為外國人所知。耶魯附近的華工罷工，因為有些工頭不但提供的工具不足，還企圖扣除他們工資的百分之二作為佣金。有的華工襲擊了安達當在耶魯的庫房，暴亂最後被警察平息。儘管證據相互矛盾，一名華工仍被判監一年半，另一名監禁五年。

安達當堅持華工的福利應由李卓公司負責，因為他已付給這家華人公司一筆錢，包括華工的工資和其它開支。但李卓公司對華工毫不關心，公司提供給華工的食品，不但質量差，而且數量不足，整個冬季基本上不見蔬菜。

鐵路華工，通常分組進行工作，一組內包括一位記賬員，一名或兩名廚師，和大約三十名工人。記賬員負責記賬及發薪，並代表華工與白管工聯絡。華工與管工，也常有磨擦，例如1883年5月8日，有

一個白人工頭，沒有知會華人記賬員，而企圖解僱兩名華工，於是引起全體華工群起反抗，把管工和另外三位白人，驅離營地。到了晚上，一群白人，帶備武器，襲擊營地，焚燒工棚，五名華工遭到毒打，其中余福被打死，三個白人後來被拘留。在維多利亞市由省府首席法官百比(Matthew B. Begbie)主審，他被這種:"反對華人的可怖暴行"所震驚。他將這種罪行描述為一樁"在西海岸前所未有的最凶殘的殺戮"，但最終這三名被告，因證據不足而無罪釋放。後來，百比法官指明三被告之所以得以獲釋，是因為其同伴作了偽證，故而沉冤莫雪。

在整個修建鐵路的過程中，華工之死亡總數，因為沒有紀錄，故不能確定。維多利亞市的華商估計，僅在1882年中就有2,200名華工死亡。另外更有一個傳說，"在菲沙河谷中，每鋪一尺鐵路，就有一名華工死亡"，這大概是誇大之詞。安達當估計的死亡數要少得多：在500至600人之間，也就是每鋪一公里鐵路，就有三名華工死亡。他們很多被埋葬在錦碌華人墓地的東南角，還有不計其數的，被草草埋於鐵路附近。

不受歡迎的貧民

1883年到1884年的時候，許多鐵路華工被解僱。很多從美國來的華工，欲返回美國，但卻被摒之門外，因為美國國會已於1882年5月6日，通過了一項排華法案：由1882年開始，十年內華人勞工不准進入境內。這樣，失業的華工，只有兩個選擇：居留加拿大，或返回中國。然而，他們多數沒能存足15到20元的船費返回中國。雖然修鐵路的工人一個月工資25元，但冬天的三個月因為不開工而沒有工資，他們一年收入的225元中，130元買衣服，24元租房，10元買工具、乘車、5元交稅，5元拜神費，3元看病買藥，5元買油、燈、水和煙草等。一年最多可以儲蓄到43元，但還不夠償還從中國到加拿大向公司借的舟車費。如果再賭博輸了錢，就會變得身無分文或負債累累了。如果工人被辭退，還可以有碗飯吃，如果提前自行離去，則連這個也沒有了。既然不能返回中國，只好滯留在加拿大，但又找不到工作。內陸衛報於1883年報導說，大約有2,000名華工，生活在極端困苦之中，他們多住在湯臣河沿岸(Thompson)35公里長的地段上，山洞或帳蓬裏。有些人在廢棄的菲沙河岸邊淘金，以作幫補家計。有的華工，無法為生，又回到了耶魯，接受同胞或白人的接濟而活下來。大量失業華工的出現，開始引起市民對治安惡化的恐懼。到1884年春天，許多工人返抵新西敏寺市，他們饑寒交迫，有人以捕魚為生，但亦有人要偷取食物充饑。當地的哥倫比亞報(Columbia)，告戒讀者要"看緊他們的財物，因為華人不去偷竊，便會挨餓"。

到1885年1月，溫哥華島上從亞斯皆毛市(Esquimalt)到乃磨市(Nanaimo)一段鐵路開工，但只僱用了幾百名華工，無補於大局，未能解決嚴重的失業問題。直至1885年9月，安達當完成了所有的鐵路合同。至此，所有華工都被解僱。1885年到1886年的冬天裏，數千華工陸續返回新西敏寺或維多利亞市。他們無法為生，只好捕魚、行乞、拾垃圾，甚至偷雞，偷豬和一切可以換錢買食物的東西。

有些政客提出應該將這些"不受歡迎的貧民" 送回中國，但這筆費用應由誰來支付呢？誰應該為這些貧民負責呢？安達當還是李卓公司？加拿大太平洋鐵路公司，或是聯邦政府或省政府？卑詩省的政客認

爲聯邦政府應該負責把他們送回中國，因爲聯邦政府一直反對禁止華工入境，並相信他們在鐵路完工後就會離開加拿大。從另一方面來講，聯邦政府認爲卑詩省從鐵路的修建中獲益不少，沒有華工，就沒有鐵路，因此省政府，應該將他們送回中國。最後，事情沒有結論，不了了之，而華工所受的苦難，也沒有人關心了。

耽擱的褒揚

雖然鐵路華工，爲卑詩省而犧牲性命，對加拿大之發展有極大之貢獻，但是加拿大人對他們的感激，卻姍姍來遲。首次承認華工之貢獻，是於1980年6月16日，國會一致通過一項議案，承認「華裔對加拿大多元文化的貢獻」。加拿大歷史遺跡及紀念碑委員會，設計一塊銅匾，安置於耶魯鎮博物館外，於1982年9月25日揭幕。

第二個紀念碑設在多倫多，兩個華工銅像，在十二米高之架上鋪鐵路枕木。紀念碑立於天虹體育館附近，於1989年9月24日揭幕。第三座紀念華工之銅碑，裝在溫哥華中華文化中心之牆上，於1988年7月1日揭幕。第四個紀念華工銅像，立於溫尼伯市，莫里奧雕像園(Leo Mol Sculpture Garden)中，於1998年6月11日揭幕。

另外一項最近紀念鐵路華工的文獻項目，是由中國中外名人文化研究會中國鐵路關心下一代委員會，西門菲沙大學林思齊國際交流中心和卑詩大學亞洲研究所聯合製作的電視紀錄片(楓骨中華魂)。這套電視紀錄片，講述華工建築鐵路的歷史及其後代對加拿大之傳統及經濟文化之貢獻。

※此文是根據黎全恩原作「楓骨中華魂：不用華工，鐵路成空」，刪改而成。作者黎全恩博士現任維多利亞大學地理系教授，已發表80多部專著，其中一半是關於加拿大的華埠及海外華人的。黎教授曾獲加拿大員佐勛銜(C.M.)，並且是維多利亞市的榮譽市民。黎教授於1998年10月，獲加拿大傳統部頒發該部最高榮譽之萊傑總督夫人獎。





加太鐵路華工合照　　CPR Chinese Workers

Photo courtesy: UPL photo#1773



華工開路，掘出五十五尺深山路，碎石塊都是用籃置在頭上搬運

Railway cutting, this escavation of 55 ft. deep was made by Chinese coolies carryting baskets on their heads. Photo courtesy: B.C.A.

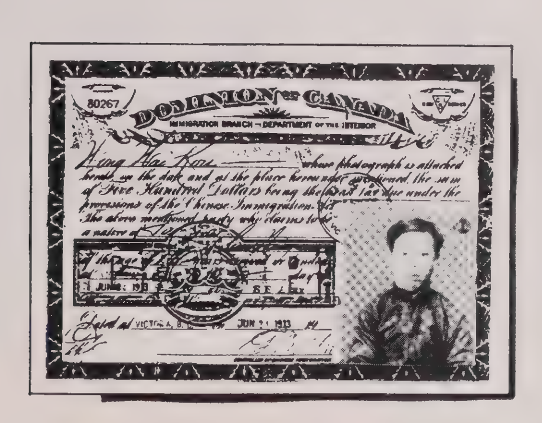


沿山興建鐵路時的險象　A view of China Bluff
Photo courtesy: BCA



鐵路華工在西門菲沙河谷
艱苦工作時情形

CPR work crew laying tracks in Lower Fraser Valley
Photo courtesy: Provincial Archives, Victoria, B.C.



80267
DOMINION OF CANADA
IMMIGRATION BRANCH – DEPARTMENT OF THE INTERIOR

Wong Wai Kon whose photograph is attached hereto, on the date and at the place hereunder mentioned the sum of Five Hundred Dollars being the head tax due under the provisions of the Chinese Immigration Act.
The above mentioned party who claims to be a native of [illegible]

Dated at VICTORIA, B.C. JUN 21 1913

人頭稅証書　Head Tax Certificate



承建商安達當肖像

Andrew Onderdonk
Photo courtesy: B.C . Archives & Records Service

鐵路華工在卑詩省北便市的冬舍

Chinese winter quarters, near North Bend, B.C., during construction of C. P. R.

Photo courtesy: Vancouver City Archives

▲ 鐵路華工築路時另一景

Another view of the Chinese Railroad Workers

Photo courtesy: UPL photo#1746

錦碌市華工營地一景 ▲

Chinese camp in Kamloops, B.C.

Photo courtesy: Provincial Archives of B.C.



▶ 麥當奴及其公司的 華工合照

McDonald and his section crew, E & N Railway Chinese crew

Photo courtesy: UPL photo#1773

很多華工被解僱後便留在廢棄的沙墟中淘金

卑斯省錦綠市華工營



Chinese camp: Kamloops, B.C. circa 1886.

- Photo courtesy: B.C. Archives & Records Service.

Many railway workers who were laid off stayed behind in abandonded sand bar gold panning.

- Photo courtesy: B.C. Archives & Records Service.



華工建造鐵路中

Workers laying down the railway.

- Photo courtesy: UPL.

Unsung Heroes: Chinese CPR Workers*

David Chuenyan Lai

Wordless, they arrived;
silence was their code.
Here, there, they set up tents,
their sole abode.
They rose with the sun,
worked as in days of old.
Their companions were lonely nights
and the winter cold.

Dreams had long vanished. Nightmares?
There were none.
"Why are you doing this?" Passers-by might
well have asked,
"I don't know. But the work
has to be done."
This simple Chinese philosophical answer.
Sums up the feelings of someone overtasked.

They have gone. So, too,
the noise and the toil.
Did they ever regret coming over?
We only know they showed no recoil
In their encounter with unforseen fears.
When they left home,
they had shed all their tears.

This poem, entitled "Unsung Heroes", was written by Professor W.C. Chau of Ryerson Polytechnic University in Toronto. It described the feeling of the Chinese labourers who were recruited to go to British Columbia to build the Canadian Pacific Railway (CPR). In those days, they were never appreciated by the white British Columbians in spite of their sacrifice. White labourers opposed the employment of Chinese and considered them an evil for two main reasons. They said that cheap Chinese labour would degrade their livelihood and the Chinese sojourners would not help build the province.

White Labour Only

In those days, a few politicians in British Columbia such as Noah Shakespeare, John Robson, Arthur Bunster, and Amor De Cosmos saw the benefit of opposing Chinese immigration and Chinese labour in their political career. Therefore, soon after the federal government decided to build the CPR in 1877, these demagogues started to organize public meetings and petitions to urge the federal government not to use "Mongolian labour" on the railway construction.

On 7 October 1877, the federal government called for tenders for construction of 127 miles of railway between Emory's Bar near Yale to Savona's Ferry near Kamloops in British Columbia; this section was let in four contracts . Four tenders succeeded in bidding the four contracts but Andrew Onderdonk, an American railway builder, bought them all by the end of December 1879. In April 1880, a deputation from the Anti-Chinese Association, headed by Noah Shakespeare, went to ask Onderdonk what type of labour would be used on the railway. He replied that he would use the white laborers in British Columbia first and when they were all employed, he would fall back on French Canadians. If he still could not obtain sufficient labour, he would, "with reluctance, engage Indians and Chinese."

In 1880, the white population of the province was estimated at about 35,000, and most of them were engaged in gold mining, coal mining, fishing or commerce. It was estimated that no more than 400 white men were available for employment on the railway. When Onderdonk advertised for his white workforce in Victoria at $1.50 per day for labourers, and $125 per month for overseers, only 39 out of 142 applicants were deemed satisfactory. Since he would need at least 10,000 strong men to build the line, he had to look elsewhere for much of his labour force. He was particularly interested to obtain labourers who had worked for the Southern Pacific Railway in California

and the Northern Pacific Railway in Oregon. At first, he recruited only white men, offering between $1.50 and $1.75 a day for labourers whereas the Northern Pacific Railway paid between $1.75 and $2.00 a day. It was not surprising that no good railway labourers would come all the way to the wilderness of British Columbia for lower wages. Henry Cambie, Onderdonk's engineer, complained that most of the white workers whom Onderdonk had recruited from San Francisco were degenerate bartenders, gamblers or unemployed clerks who had never handled a spade or a pick before. Onderdonk was so disappointed in their performance that finally he was forced "reluctantly" to turn towards Chinese labourers whom he knew were cheaper, more reliable, and more hard-working; he paid them only $1 a day.

When the demagogues protested against the use of Chinese labour, Prime Minister John A. Macdonald had to tell them that "if you wish to have the railway finished within any reasonable time, there must be no such step against Chinese labour. At present it is simply a question of alternatives – either you must have this labour or you cannot have the railway." Many white British Columbians considered the Chinese an evil but no railway would be a more terrible "evil". If they wanted to choose the lesser of the two "evils," they had to tolerate the employment of Chinese in railway construction. Thus the white labourers in British Columbia had no choice but to resign themselves to all the "evils" of Chinese competition.

Necessary Evil

By June 1880, the first group of 40 white and 160 Chinese labourers from San Francisco had arrived at Yale and begun working on the railway there. White workers did the blasting work on tunnels and lumber work on bridges whereas the Chinese levelled the hills and filled the ravines with the rubble.

In 1881, Onderdonk succeeded in obtaining another contract which was to extend the line from Emory's Bar to Port Moody on Burrard Inlet, a distance of about 86 miles. As additional labour was desperately needed, Onderdonk tried to employ all the labour in British Columbia he could get at his prices – whites, Chinese, and native Indians, but he failed to get enough workers in the province. In desperation, Onderdonk rushed to ask Lee Tin Pui, a Chinese merchant in San Francisco, to help him recruit 1,500 Chinese labourers, especially those who had previously worked on the railways in California and Oregon. Accordingly, Lee Tin Pui asked his Taishan clansmen, Lee Tin Shut of Kwong Wah Yuen in San Francisco, and Lee You Kun of Kwong On Lung, and Lee Yik Tak of Tai Yuen in Victoria to form a company known as the Luen Chong Company, more popularly known in English as the Lee Chuck Company, to run the labour contracting business. As Lee Tin Pui could not find enough Chinese labourers in North America, he immediately returned to Hong Kong to seek for workers. In the spring of 1881, he chartered two ships to carry about 2,000 Chinese labourers from Hong Kong to Canada. Soon upon their arrival in Victoria, he sent them immediately to work on the line above Yale. Onderdonk desperately needed more Chinese labourers after he obtained another contract which was to build the line east from Kamloops. By the end of 1882, the total labour force on the railway had reached about 9,000 men, of whom 6,500 were Chinese and 2,500 white.

The tolerance of Chinese labourers did not last long. When the Parliament met in the spring of 1883, Noah Shakespeare and Edgar Crow Baker, two MPs from Victoria, wanted the federal government to restrict Chinese immigration, warning the politicians in eastern Canada that once the railway was complete, the Chinese, impossible competitors and slaves would go east. While the issue of Chinese

immigration was being debated, the laying off of Chinese and white railway labourers was being considered not only because the completion of the line was near but also because Onderdonk was in financial trouble. By March 1883, he had lost $2.5 million on the work completed. In the fall of 1883, he went to Ottawa to lobby for a further subsidy. To cut costs, he started laying off labourers. By early December, about 3,000 Chinese and 500 white labourers had been discharged. This reduction of labour thus slowed down the progress of the railway construction.

In 1884, the Legislature of British Columbia passed an Immigration Act to prohibit all Chinese from entering the province. Onderdonk knew very well that without the hard-working and cheap Chinese labour he would be bankrupt. Onderdonk immediately told George Stephen, president of the CPR, that he still needed many Chinese railway labourers from Oregon and California to work on the line east of Kamloops. Within a fortnight, Stephen warned Prime Minister Macdonald twice that if the bill of British Columbia were not promptly disallowed, the CPR would not be finished on schedule. Macdonald immediately set up a Royal Commission in the summer of 1884 to study the Chinese question and at the same time worked on the disallowance of the provincial bill. The exact number of Chinese and non-Chinese railway workers at any time could not be determined because there were so many subcontractors and rapid turnover among the labourers. Onderdonk reported to the Royal Commission that he had employed about 6,000 Chinese and 3,000 whites at one time on the railway. The Commission Report revealed that 15,701 Chinese from China, San Francisco, and Puget Sound ports landed at Victoria between 1881 and 1884, and 2,900 out of 10,492 Chinese residents in British Columbia in 1884 were railway workers.

Having reviewed the Royal Commission Report, the Macdonald government brought in a Chinese Immigrant Act of 1885 imposing a $50 head tax on all Chinese entering Canada. However, the head tax would not take effect until 1 January 1886. In other words, it was after the line was completed; the last spike was driven at Craigellachie in Eagle Pass on 7 November 1885. By that time, most of the Chinese railway workers had been laid off. The only Chinese on the photograph was probably a cook or a servant .

Misery and Death

Onderdonk's import of Chinese labourers was ridiculed as being another Moses who had led the Chinese labourers to the promised land of British Columbia. It is very doubtful that British Columbia was really a promised land to them in those days. The long rough passage from China to Canada across the Pacific was usually unpleasant and hazardous. For example, Henry Cambie wrote a letter to J. M. R. Fairbairn, chief engineer of the CPR, saying that in the winter of 1881-1882, 2,000 Chinese were shipped across the Pacific and that they "were kept below decks with hatches and bad ventilation. They arrived in British Columbia in April, apparently well and in good condition, but in a short time, a large number developed scurvy, and eventually nearly 10 per cent of them died of it."

The journey to the construction site in the Fraser Valley was equally unpleasant. A memoir by W.H. Holmes, a railway sub-contractor, described vividly the misery of the Chinese labourers' trip up from Yale to Lytton:

> *Shiploads of Chinamen were brought over by Chinese labour contractors. As the boats arrived in Yale, the men would be started up the Cariboo Road - each with so uch rice, and his own belongings, hung on the*

end of a stick - going on foot to their location. At the beginning, some had to go as far as Lytton.
There would be a steady string of them going up the road all day long; not one of them could understand a word of English; and if any of them got sick or played out on the way, they would give him a bowl of rice, take the rest of his pack, and leave him to die or starve. We picked up some who would have died if they had not been helped.
In one case, Mrs. George Keefer, wife of the Divisional Engineer, heard of a sick Chinaman left on the road and deserted by his comrades; and had him brought to her house at Keefer's Station. She fed and nursed him until he was well enough to go to his camp; but when the Chinamen there saw him coming, they thought it was his ghost, and all ran out of the camp and it was quite a while before they would believe it was him in the flesh.

Many Chinese labourers were seriously injured or died of accidents during the railway construction. Provincial coroners normally did not investigate the deaths of Chinese labourers as they were never reported. Furthermore, inquests into deaths during the railway construction were not required by law. Hence, the total number of Chinese labourers fatally injured or died of accidents is unknown. Occasionally, some local newspapers, such as the *Inland Sentinel* in Yale, and the *Daily British Colonist* in Victoria, might report the accidents and deaths. For, example, in August 1880 the *Daily British Colonist* reported that nine Chinese were "hurled high in the air and fell maimed and bleeding to the earth" by a blast near Yale. Chinese deaths might also be mentioned in private diaries or memoirs. For example, Henry Cambie recorded in 1880 in his diary that "September 4 - a Chinese killed by a rock; September 7 - a boat upsets in the Fraser and a Chinese is drowned; September 11 - A Chinese is smothered to death in an earth cave-in." Very often the Chinese labourers blamed the white "boss" for the fatal accidents. For example, a foreman named Miller failed to warn his Chinese gang of a coming explosion and a Chinese was killed by a flying rock from the blast. There is very little information about how many times the Chinese labourers had been unnecessarily exposed to injury or loss of life. In September 1882, Onderdonk sent 150 Chinese labourers to climb and walk along the steep and slippery cliffs of the deep Fraser Canyon and pull the *Skuzzy,* a 250-ton steamer, on tow lines up the Hell's Gate to Boston Bar. It was not known how many were injured in the tugging, and how many lost their grip and fell into the torrent.

Numerous deaths were caused not only by accidents but also by the weather in British Columbia and malnutrition. The Chinese labourers who had come from the sub-tropical coast of China, were not used to the inclemency of the weather in the province. Unable to adjust to the cold winter, many of the new arrivals were sick or dying. In November 1882, for example, the Marquess of Lorne, the Governor General of Canada, visited a Chinese camp and observed that the Chinese labourers crouched over a small fire for a while every half-hour before picking up their spades to work again. Some white herders felt little or no sympathy for them. Instead, they constantly complained of Chinese "inefficiency" in cold weather. Once a white herder did not allow the Chinese labourers to use his charges to build

fires for making tea and warming their fingers. In protest, the Chinese labourers packed up and refused to work.

Malnutrition and lack of medical treatment were also a main cause of sickness and death. An undetermined number of Chinese railway workers were ill and died later because there was no doctor to treat them. Without vegetables or fruit during the winter, many of them developed 'berrie-berrie' or scurvy and died of it. In February 1883, for example, the *Sentinel*, reported that within a week no less than six Chinese labourers died, two more died suddenly the following week with further deaths a fortnight later. When dead, they would be left by the railway and covered up with piles of rocks and earth. The *Daily British Colonist* reported on 8 March 1883 that no medical attention was furnished nor much interest devoted to the Chinese labourers. The illness was reported to be 'berrie-berrie.' The Lee Chuck Company refused to be responsible for medicines or medical treatment, and Onderdonk declined interfering. The newspaper estimated in November 1885 that about 1,500 of 8,000 Chinese labourers employed by Onderdonk had succumbed to sickness. It was not known how many had died of it.

The exploitation of the CPR company and the Lee Chuck Company also played an important role in the misery of many Chinese labourers. Chinese labourers had to buy their provisions at the CPR company stores, where the prices were inflated; if they patronized other suppliers, their wages would be cut from $1 to 80 cents per day. Opposition to this exploitation first became known to the public in the spring of 1881. Most of the Chinese labourers around Yale went on strike when some head men gave them inadequate supplies and tried to extract an additional 2 per cent commission on wages. Some labourers attacked Onderdonk's warehouse in Yale. The riot was subdued by the police and despite conflicting evidence, one labourer was sentenced to one and a half years in jail, and another to five years.

Onderdonk insisted that the welfare of the Chinese workers was the Lee Chuck Company's responsibility since he gave the Chinese company a lump payment from which it paid the Chinese workers wages and other expenses. However, the Lee Chuck Company had no concern for its Chinese labourers. It gave them poor food which was deficient not only in quality but also in weight. During the winter, virtually no vegetables were supplied. The exploitation of the workers was sometimes made public when they refused to work. In May 1881, for instance, the workers at Yale went on strike after the Lee Chuck Company reduced their rice ration by 5 per cent.

Conflicts between the Chinese labourers and the white foremen were not uncommon. Chinese labourers were usually divided into gangs of about 30 persons plus one or two cooks and a "bookman" who kept count of the payments to each labourer, and liaised with a white foreman or "herder" who was in charge of the Chinese work gang. Violence against Chinese labourers was rare but it did happen. On 8 May 1883, the entire gang of labourers near Lytton attacked and drove away the white foreman and three others because the foreman tried to fire two Chinese over the head of the gang's "bookman." In the evening, a party of armed whites came back to attack the Chinese camp, burned their bunkhouses, and beat five Chinese so severely that one of them, named Yee Fook, died. Three white men were later arrested and tried in Victoria. Matthew B. Begbie, the provincial Chief Justice, who presided the trial, was horrified by the "terrible outrages against Chinamen," and described the

crime as "one of the most brutal massacres that had ever taken place on the coast." With the help of their friends, the three accused men were able to establish alibis and were acquitted. Later, the righteous Begbie described the case as a "wholesale concealed atrocity," and said that the defendants had been let go because of perjured testimony.

The total deaths of Chinese workers during the period of the railway construction are unknown. Chinese merchants in Victoria claimed that in the year of 1882 alone, 2,200 died. It was said that "for every foot of railroad through the Fraser Canyon, a Chinese worker died." This is probably an exaggeration. Andrew Onderdonk's estimate was much less: the total death toll was between 500 and 600 — three Chinese workers for every kilometre of track. Many Chinese railway workers were buried in the south-eastern corner of the present Kamloops Chinese Cemetery, and an unknown number of them were buried near the railway track.

Unwelcome Paupers

When the Chinese labourers were laid off in the winter of 1883, many of them had not be able to save the $15-$20 return fare to China. Although a labourer earned about $25 a month on the railway, he was not paid when he stopped working during the three months of winter. Hence, out of his annual income of $225, he had to pay $130 for clothes, $24 for room rent, $10 for tools and fares, $5 for revenue and road taxes, $5 for religious fees, $3 for doctors and drugs, and $5 for oil, light, water, and tobacco. At most he could save $43 a year which was barely sufficient to cover his debt to the company for his trip from China to Canada. If he gambled and lost, he might be penniless or debt-ridden. When a work gang was laid off, it would be given a rice supply, but those who left early received no share.

In the winter of 1883 - 1884 many Chinese railway labourers who had been laid off, were poor and unemployed. The *Inland Sentinel* reported that about 2,000 of them were existing in the most wretched way in tents and holes along 35 miles of the Thompson River, and some of them had to eke out an existence by looking for gold on the well-worked banks of the Fraser River. Local residents feared that crime would be a common thing among them. Some labourers succeeded in drifting back to Yale, where they survived on charity and credit from their countrymen and white residents. The presence of large numbers of unemployed Chinese began to raise fears of a threat to law and order, especially after some Fraser Valley farmers complained of thefts among the unemployed Chinese. By the spring of 1884 many workers had arrived at New Westminster and were starving. Some survived by fishing from the wharves and some by stealing food. Accordingly, in New Westminster, the *Columbia* believed that the Chinese must either steal or starve, and warned readers to "keep a close watch over their portable property."

The construction of the Esquimalt and Nanaimo Railway on Vancouver Island began in January 1885, and only a few hundred Chinese labourers were employed. This did not help solve the unemployment problem. On the mainland, Onderdonk completed the contracts with the federal government from Port Moody to Savona's Ferry in July 1885, and finished contract with the CPR company between Savona's Ferry and Eagle Pass in September. All the Chinese labourers were laid off. Hence during the fall and winter of 1885-1886, thousands of Chinese continued to drift back to New Westminster or Victoria. Many were starving and some survived by petty thievery, especially food. The Esquimalt and Nanaimo Railway was completed in August 1886, and all the Chinese labourers were laid off. Many of

them drifted back to Victoria where they fended off starvation by begging, catching fish from city wharves, picking garbage and stealing chickens, pigs or goods that could be sold for cash.

Some politicians suggested that these "unwelcome paupers" should be shipped back to China but they disputed who should bear the cost. Should Andrew Onderdonk, the Lee Chuck Company, the CPR Company, or even the federal or provincial government be responsible for these "paupers?" The provincial politicians argued that because the federal government had been refusing to prohibit the entry of Chinese labourers, and believed that they would leave Canada after the line was complete, it should now be responsible for sending them back to China. On the other hand, federal politicians felt that British Columbia would benefit from the railway and thus should bear of the cost of sending the Chinese labourers back to China without whom it would not have the line. In the end, no one cared about the misery of the labourers.

Belated Recognition

In spite of their sacrifice and contributions, the Chinese railway labourers were not appreciated by many Canadians until recent years. The first official recognition of Chinese railway workers was that the Parliament passed unanimously a motion on 16 June 1980, recognizing "the contribution made to the Canadian mosaic and culture by the people of Chinese background." The Historic Sites and Monuments Board of Canada designed a bronze plaque which was installed at the museum in Yale, and unveiled on 25 September 1982 in the honour of the Chinese railway workers.

The second recognition took place in Toronto where a 12-metre high memorial, depicting two Chinese workers building a wooden railway trestle, was built near the Sky Dome and unveiled on 24 September 1989. The third recognition a Chinese Railway Workers Bronze Plaque which was installed in the Chinese Cultural Centre in Vancouver and unveiled on 1 July 1988. The fourth recognition project dedicated to the Chinese railway workers was a bronze sculpture which was installed in the Leo Mol Sculpture Garden in Winnipeg and unveiled on 11 June 1998.

The latest tribute to the Chinese railway workers is the television documentary "Canadian Steel, Chinese Grit", which was produced by the Sino-Foreign Who's Who Research Association of China and the China Railway Commission for the Next Working Generation, in cooperation with the David See-Chai Lam Centre for International Communication of Simon Fraser University and the Institute of Asian Research of the University of British Columbia. This documentary traces the history of the Chinese railway workers and their descendants.

* This is a modified and abridged version of David Chuenyan Lai's book on "Canadian Steel, Chinese Grit: No Chinese Labour, No Railway." Vancouver: National Executive Council of the Canadian Steel Chinese Grit Heritage Documentary, 1998

The Author

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▲ 1880年間，華工在進行建築鐵路一刻

Chinese workers building rail line. c.1880
Photo courtesy: Western Canada Pictorial Index

沿菲沙峽谷的險要山邊築路

A view of the Fraser canyon.
Photo courtesy: Provincial Archives, Victoria, B.C. ▶

無名英雄的豐碑
電視記錄片敘文

陳建國、李寧玉

這是一群普普通通的中國人，沒有人知道他們的名字，但他們卻被刻了在加拿大歷史的石碑上。

加拿大是個年輕的國家。一八六七年，這個以印第安人的一個小村命名的大國宣佈獨立時只有東部的魁北克、安大略等四個省爲確保西部的卑詩地區不成爲美國北部的一個州，加拿大第一任總理麥當奴毅然決定修建落磯山脈的鐵路，人煙稀少，但領土廣闊的加拿大開始招募華工。

一萬多名中國人告别了家鄉，告别了親人，踏上了跨越太平洋的艱難旅程。

有人說，蒼茫的大海上有座浮動的地獄，説的就是中國人乘坐的這種三枝桅木船。早期前往加拿大的華工要在這樣的船上漂泊將近半年，他們白天并肩疊膝而坐，夜晚交股架足而眠，缺水少糧，饑寒交迫。在忍受了一般人無法忍受的苦難之後，幸存的華工終於走出了海上浮動的地獄，到達了被稱爲加拿大金山之門的維多利亞！

這是一批特殊的人

余瀓興 – 溫尼伯中華文化中心主席：

“鐵路華工對加拿大的貢獻是很重要的，因爲他們犧牲的精神，修路開山，犧牲很多人命，所以加拿大今天有一條鐵路從東到西，把全國統一起來。在我們中國來講，對加拿大的貢獻是不可忘記的....

美州最大的山脈硌磯山脈是把加拿大東部與西部截然分開的天然屏障，華工們被安排在這里修築鐵路。山里氣候變幻莫測，漫長的冬季，使這些從廣東來的中國華工不能適應，山里交通不便，新鮮蔬菜水果缺乏，簡陋的工棚抵御不了嚴寒的侵襲，不少人患上了壞血病和腳氣病，使死亡的陰影常常籠罩在華工營地。

山中修建鐵路，全部硌磯幾乎都是世界上最堅硬的花崗岩中硬生生地用手鑿開，用人造炸葯炸開。修建山中隧道就成了這里的家常便飯，從耶魯到利頓其間十里路内就修了十三個隧道，甚至于一里内就鑿四個隧道。因爆破而倒塌的隧道曾不止一次奪去華工的生命，有時一次就達幾十名。

就是在這樣艱難的條件下，能夠修起萬里長城的民族以他們頑強的毅力開山路。當時的報紙曾這樣描述過華工的勞動場面：“千百名華工，猶如聚集的螞蟻，十字鎬、鐵鍬及手推車爲工具，正忙於姆

港附近的山坡上，各種工具，合奏出一曲生機勃勃的興建鐵路的樂章。”

一八八Ｚ年十一月七日，太平洋鐵路的最後一顆釘在葛哲拉池敲下了，硌磯山不再是東部和西部的屏障了，加拿大用鐵路連在一起了！

這條鐵路的建成化解了卑詩省加入美國的危機，聯合了加拿大，鞏固了聯邦，但在慶祝鐵路完成的“最後一顆釘”的照片上卻沒有一個中國人，當年是許許多多華工把他們的熱血和生命溶進了這條大動脈，才有加拿大今天地大物博的版圖。正如第一任總理麥當勞所説：“沒有華工，太平洋鐵路就不能如期完成，也就不可能有西部的發展。”

“鐵路縱橫通十省，滂沱涕泗洒硌磯”

當加拿大由鐵路所帶來的繁榮走過春天的時候，爲加拿大國家的統一立下了汗馬功勞的華工卻在硌磯山凜冽的寒風中，熬著長夜難眠的冬季。

鐵路完成以後，加拿大不再需要華工了，一方面，政府開始征收人頭稅，從一八八五年的五十加元一直增加到一九零三年的五百加元，以阻止華人入境。另一面，當時華工微薄的收入除去還債，已不以支付回國的船票，滯留在加拿大的華工大批失業，他們遇到了人生途中的又一個鬼門關。

麥鼎鴻 － 鐵路華工後代馬尼托巴省國會議員：

“穿越硌磯山脈的大部分鐵路是中國人修的，很多人爲此喪失生命，我爸爸和其他中國人一樣，來到這里修鐵路，鐵路修完以後，在馬尼托巴的一個小城鎮定居下來，爲了生存他開了一個中國餐館，他非常勤勞，也肯吃苦，以後又開了一家洗衣店。開餐館和洗衣店在那個時期，是中國人普遍的一種謀生手段。”

和麥鼎鴻的爸爸一樣，很多鐵路華工在當時卑詩省就業難、種族歧視嚴重的情況下，順著鐵路沿線東去，進入了草原的馬尼托巴省，在此落地生根。

最初到達溫尼伯的華人主要從事洗衣店，一八八六年這里有八家華人洗衣店到一九二零年前後，已經有了一百五十多家。華人們含辛如苦，艱苦奮鬥在餐館、洗衣店、衣場、雜貨店等各種服務性行業中，將自己的生活維持下來，同時他們省吃儉用，去交付政府的人頭稅，使妻子兒女能來加拿大團圓。

五百加元的人頭稅未能阻止中國人飄洋過海，進入加拿大，聯邦政府便於一九二三年通過了“排華法案”，它的主要內容爲：

“字幕：除中國外交人員、商人、學生外、華人一律禁止入境；華人一律不准攜帶家屬來加拿大。———此條例專爲華人而設立。”

這個不人道的法案使多少華僑妻離子散，又使家庭名存實亡。

從一九二四年到一九四七年的廿三年中，進入加拿大的華人平均每年不到兩人。

很多單身，孤苦零仃地品嘗那種孤寂的歲月，不少人沒有回過中國，沒有來得及看望年邁的父母、可憐的妻子和怯生生的兒女，就在異國的土地上死去了。

活下來的人不但要忍受沒有家庭，沒有親人的痛苦，同時在沒有公民權的情況下，他們還要忍受不能從事律師、會計師、工程師、醫生等多種專業技術工作的痛苦，把他們的汗水洒在了繁重的體力勞動中....

草原區的人們是善良的,他們說中國國人:“是住在我們這個城里最勤勞而又最有德行的外國民族。”生活在這里的中國人既要適應地主的社會環境，又要在生意經營上使用英語，便與教會結下不解之緣。

二次世界大戰爆發後，加拿大加入了反法西斯聯盟，中加兩國結爲盟友，在加拿大需要華僑青年奔赴前線的時候，這一批批還沒有加拿大的公民權熱血兒女，依然應征入伍，加入保護加拿大，保護世界和平的行列。

在隆隆的炮火聲中，加拿大各界人士紛紛聚會，強烈要求廢除排華法案，一九四二年溫尼伯華人集體致力於反對二十年代通過的排華法，他們說:“假如加拿大出生的華人適合爲加拿大的安危而戰鬥，那現今的華裔加拿大人在省區和聯邦卻無選舉投票權，我們堅決要求應有完整的權利，同時禁止華人入境的移民法律，也應予以取消。

戰結束後，一九四二年十二月，溫尼伯華人社區聯合非華人社區，一致抗議一九二三年頒佈的排華法案,這些努力基於一個觀點加拿大既然保証沒有聯合國憲章所禁止的種族敵對和歧視，那麼，一九二三年殖民時代國會通過的法案從道義上是行不通的必須予以廢除。

梁陳明任 － 華裔國會議員:

“我所知道的你父親是個眞正的民族英雄。”

馬丁 － 加拿大財政部長:

“這和加拿大公民法修改有關，讓

我來告訴你事情的經過。我父親在戰爭結束後到歐洲去訪問，當他參觀戰爭紀念碑時，看到代表加拿大爲自由而戰，獻出了生命的許多青年還不是加拿大公民時，回到加拿大後，他積極推動修改了加拿大公民法。”

經過全加拿大華人與其他族裔人的共同努力，一九四七年五月，加拿大終於廢除了排華法案。廿四年過去了，華裔加拿大人才擁有與家人團聚在此的權利；又是二十多年過去了，中國人終於走進了弘揚自己民族文化的春天。

余嶽興 – 溫尼伯中華文化中心主席：

“我們是八十一年華埠發展協會開始成立，來重建華埠。我們主要四個人，我本人是主席，還有李杏源先生，李紹麟和李奉天他們三李，我們做得很合作、很愉快。政府也很支持，那塊地給我們是一塊錢九十九年租金的，有了公家的地，還得籌款，得想辦法設計。我們設計是多元化的，有國內來的建築學教授和一個中學同學， 現在長沙大學，他來多倫多進修的時候， 我請他過來。我們還有其它的學生，委派 他們到北美去，到城市去，看看其它的中 國牌樓怎麼設計，所以，我們在建築方面 也比其它文化中心有更多的中國味道，是 大家努力合作做起來的。”

具有民族特色的中國城峻工後，首先開放的就是文化中心，這是繼溫哥華、埃德蒙頓之後加拿大第三個中國文化中心。

中國文化歷史悠久，博大精深，通過各種方式弘揚中國文化，是海外炎黃子孫的心愿。

來自廣州、重慶、成都、北京等各地的文藝演出團體紛紛來到溫尼伯，向加拿大展出中國文化的民族特色，令更多加拿大人了解中國。

余嶽興 – 溫尼伯中華文化中心主席：

“最令我感動的是僑社支持，政府支持，還有各方面的合作，不是我一個人而是我們幾個人做的，是很多人都支持的。所以感受非常好，因爲你做得成功了，這很重要，成功以後就開放給其它人來用。”

馬尼托巴省唯一的中文圖書館就設在這個文化中心內，很多老華僑到這里來享受來自中國、台灣、香港的中文報紙，雜誌，特別是附近的老人把他們大部份時間消磨在這屬於他們自己的文化中。

爲進一步弘揚中國文化，滿足華僑、華僑希望自己兒女學習中文的愿望，這里已開辦了中文學校。孩子們可以從這些字里行間中認識中國人的歷史，認識中國文化的特徵。

由於中國的改革開放，經濟實力的增強，很多加拿大人也加入了學習這一個方塊文字的行列。

余嶽興 – 溫尼伯中華文化中心主席：

“我們這一代到加拿大比較幸運一點，因爲加拿大人接受我們，各行各業都有中國人，所以我們就可以發揚光大我們

的能力。但是我們的先僑就沒有這麼幸運，他們也不准進學校，也不准投票，所以苦難是很多的。我們在九一年三月在溫尼伯開一個全加華人會議，主要是討論排華法，人頭稅的問題。收集到不少的資料，學了不少的歷史，所以這啓發我們這一代人，希望做一點事情，教育後代，加拿大人也好，中國人也好，就不要再有歧視華人的歷史，所以這在我個人來講，是覺得很值得的。"

LEO MOL 利奧毛 – 加拿大雕塑家：

"中華文化中心主席余嶽興請我制作一個爲紀念華人勞工建造加拿大太平洋鐵路銅像，當我聽完余嶽興的介紹後，知道我做的是一件很有意義的工作，問題在於我不得不去尋找在雕塑中表現華工精神的概念，不但要中國人能接受，也要加拿大人能接受，所有的加拿大人都知道，華人也爲加拿大的建設做出了貢獻。同時我想參觀我的雕塑園的人一看就知道，這是一群中國人，雖然我不是中國人。"

一九九八年六月十一日，溫尼伯各人士爲華工紀念碑舉行揭幕典禮，聯邦、省、市三級政府的代表出席了會議。皇家軍樂隊演奏的樂曲給隆重的儀式增加了幾分神聖，幾分莊嚴。

由烏克蘭著名雕塑家利奧毛設計的鐵路華工紀念碑如今亭亭玉立在雅仙尼賓公園，格外引人注意。

麥鼎鴻 – 加拿大華裔國會議員：

我在國會山庄發言曾經說過，如果排華法案不廢除，我也不可能當選國會議員，並在這里發言。

重要的是一九九七年是廢除排華法五十周年，我們每一個人都可以從加拿大這段歷史吸取教訓。

這不是一座普通的紀念碑，洛磯山的積雪始終掩埋不住我們先輩的腳印，橫貫加拿大東西的大鐵路上依然閃爍著我們先輩的身影，龍的精神正啓迪著一代代華裔加拿大人，誰能說這不是一座矗立在人們人心中的石碑呢。

"The Monument of the Nameless Heroes"

The script of the TV documentary film by
Chan Jian Quo & Li Ling Yu,
translated by Eva Luk

This is a group of ordinary Chinese, nobody knows their names, but they have been sculpted into a piece of Canadian history.

Canada is a young country. In 1867, when this country, named after a small Indian village, proclaimed its independence, there were only four provinces, including Quebec and Ontario in the east. In order to ensure that British Columbia in the west does not become a state in the northern United States of America, MacDonald, the first Prime Minister, was determined to build a railway through the Rockies. The scarcely populated but vast territory of Canada started to summons Chinese labourers.

Over ten thousand Chinese left their homes and families and started a difficult journey across the Pacific Ocean.

It was said that over the vast expanse of sea was a floating hell. What it referred to were the rafts taken by the Chinese. In the early days, the Chinese heading for Canada had to drift in the boats for almost half a year. During the day, they sat together shoulder against shoulder, in the evenings, they slept crowded together, water and food were lacking, and hunger and cold were pressing. After having endured such intolerable conditions, those Chinese labourers who were fortunate enough to stay alive escaped from the floating hell of the sea and arrived at the golden mountain of Victoria in Canada.

This is a special group of people

Joseph Du - Chairman of the WCCCC:

" The contribution of the Chinese railway workers was very important because of their sacrificial spirit. In paving roads and tearing down mountains, a lot of lives were sacrificed. Today, Canada has a railway from coast to coast, which unifies the country. To the Chinese, this contribution to Canada will be forever etched in their memories..."

The Rocky Mountains, the loftiest mountains in the American continent, is the natural barrier that separates the eastern and western parts of Canada. The weather in the mountains is unpredictable to say the least. The Chinese workers from Canton were ill adjusted to the long dreary winters. The transport was inconvenient, fresh fruit and vegetables were scarce. The simple scaffolds could not withstand the severe cold. A lot of people contracted beriberi and scurvy and the shadow of death constantly overshadowed the Chinese camps.

In the course of building the railway, all the foundation was opened up mostly by the work of human hands and by man-made explosives. The building of mountain tunnels was common fare. From Yale to Leighton was a 17-mile stretch with 13 tunnels being built. There were even 4 tunnels along a 1-mile stretch of road.

It was under these difficult conditions that the nation that built the Great Wall showed a stubborn determination to tear down the mountains and pave the roads. The Chinese labour movement was described in the newspapers at the time as follows: "Thousands of Chinese workers who congregate like ants, use chisel, hammers and wheel barrows as tools, are busy at work near the slopes of Port Moody. The various

tools produced a lively piece of music about railway construction.

On November 7, 1885, the last nail of the Pacific Railway was down. The Rocky Mountains are no longer the barrier between the east and the west. Canada is linked by a railway!

The construction of the railway diffused the crisis of British Columbia becoming an American state, unified Canada, strengthened federalism, yet in the photo "The Last Nail" in celebration of the completion of the railway, no Chinese were represented. That year, countless Chinese workers had sweated their blood and melted their lives into this big artery, which contributed to the map of Canada. As MacDonald, our first Prime Minister, once said, "Without the Chinese workers, the Pacific Railway would not have been completed as scheduled, and development of the west would not have been possible."

"The railway zigzags across the ten provinces, flood of tears were shed in the Rockies."

When the prosperity of Canada, brought by the railway, blossomed in spring, the Chinese workers who had accomplished the unity of Canada were shivering in the cold wind and suffering the long sleepless, wintry nights.

After completion of the railway, Canada no longer needed the Chinese workers. On one hand, the government started to levy the head tax which increased from Cdn $50 in 1885 to Cdn $500 in 1903 to prevent the Chinese from entering Canada. On the other hand, the measly income earned by the Chinese workers, after payment of debts, was insufficient to pay for a return ticket. Lots of Chinese workers, stranded in Canada, were unemployed and they encountered another gate of hell in their life's journey.

Inky Mark - descendant of railway worker and Member of Parliament:

The Chinese built a great part of the railway that crossed the Rockies. A lot of people lost their lives. My grandfather, and other people of Chinese descent, came here to build the railway. After the railway was finished, my grandfather settled down in a small town in Manitoba. He opened a Chinese restaurant to make a living. He was very hardworking and persevered in adversity. Later, he opened a laundry shop. Restaurants and laundries were typical businesses for the Chinese at that time.

A lot of Chinese railway workers who were in the same boat as Inky Mark's grandfather found it difficult to obtain employment in British Columbia. Racial discrimination was rampant, and following the railway tracks, they came to the prairie region of the Province of Manitoba and made their roots here.

The first Chinese in Winnipeg were mainly in the laundry business. In 1886, there were 8 Chinese laundries. In or about 1920, there were around 150. The Chinese worked hard and laboured in restaurants, laundries, farms, general merchandise stores, etc. in the service sector to make a living. They were frugal in their lifestyle, scrimped and saved to pay the head tax and to send for their wives and children to reunite in Canada.

The Cdn $500 head tax did not stop the Chinese from travelling across the oceans to come to Canada. The federal government enacted the Chinese Exclusion Act in 1923. It mainly reads as follows: -

"Preamble: Except for foreign diplomats, businesspersons and students, the Chinese are prohibited from bringing their

families to Canada - this law is passed exclusively for the Chinese."

This inhumane piece of legislation led to many overseas Chinese being separated from their wives and to the destruction of families.

For a period of 23 years from 1924 to 1947, the average number of Chinese arriving in Canada was 2.

Many were single, savouring the lonely days on their own. Many of them did not have the chance to go back to China, or see their parents again. Many a poor wife and children would die in their native land.

The ones who survived not only had to endure the pain of being without a family and close relatives around. At the same time, without the right of citizenship, they had to endure the sorrow of not being able to work as lawyers, accountants, engineers and doctors and other professional trades. They slavishly worked in laborious jobs.

The people of the Prairies are kind. They had this to say of the Chinese: "They are the most hardworking and most noble of all ethnocultural races in this city". The Chinese who lived here not only had to adjust to the mentality of the landowners, they had to learn English in the operation of their businesses and came to develop a close-knit relationship with the church.

After the onslaught of the Second World War, Canada joined the anti-France league. China and Canada became good friends. When Canada needed young Chinese in the front lines, group upon group of hot-blooded overseas Chinese without Canadian citizenship were conscripted into the army to join the ranks of those who defended Canada and who defended world peace.

Amidst the thunderous explosion, Canadian people from all walks of life met and strongly demanded the repeal of the Chinese Exclusion Act. In 1942, the Chinese in Winnipeg joined hands to oppose the Chinese Exclusion Act, which was passed in the 1920s. They said, "If Canadian-born Chinese are eligible for fighting Canadian security, then they should be eligible for running in Canadian elections. Now the Chinese Canadians have no right to vote in provincial and federal elections. We insist they have their full rights. At the same time, the law prohibiting Chinese from entering Canada should be abolished."

After the war ended, in December of 1946, the Chinese community in Winnipeg joined hands with other local groups and protested the enactment of the 1923 Chinese Exclusion Act. The hard work was based on one point of view: if Canada guarantees racial harmony and no discrimination among races, then the law passed in the colonial days of 1923 is not workable and should be abolished.

Sophia Leung - Member of Parliament:

"As I know it, your father is a real national hero."

Paul Martin - Finance Minister:

"This relates to the amendments made to the Citizenship Act, let me tell you what happened." When my father visited Europe after the end of the war, he realized that the war memorials were represented by countless young people who were not Canadian citizens but who sacrificed their lives in the name of freedom. When he returned to Canada, he actively promoted changes to the Canadian Citizenship Act. With the joint effort of the Chinese Canadians and other racial groups, Canada finally abolished the Chinese Exclusion Act in May 1947. Twenty-four years passed

before the Chinese had the right to reunite with their families here. Another twenty-four years passed before the Chinese encountered the spring of promoting its own culture.

Joseph Du - Chairman of the WCCCC:

In 1981, we set up the Winnipeg Chinese Development Corporation to redevelop Chinatown. We had four main members. I was the Chairman; there were also the three Lees, Mr. Hung Yuen Lee, Mr. Philip Lee and Mr. Louis Lee. We co-operated and worked together well. The government was very supportive. It offered us a piece of land under a 99-year lease for $1.00. With public property, we had to raise funds and come up with a design. Our design was multi-faceted. We had a Professor of Architecture from China and a Chinese student who is now with the Cheungsha University whom I invited when he was furthering his studies in Toronto. We also had other students whom we sent to North America to the cities to look at the designs of other Chinese buildings. Therefore, as a result of hard work and co-operation, our Cultural Centre has more of a Chinese flavour from an architectural standpoint.

After work started in building Chinatown, the Cultural Centre first opened its door. It became the third Chinese Cultural Centre to open in Canada after Vancouver and Edmonton.

The history of Chinese culture is ancient, wide and deep. It is the hope of overseas Chinese to promote Chinese culture through different means.

We have had cultural performing troupes from Guanzhou, Chungsing, Chengdu, Beijing etc. coming to Winnipeg to showcase Chinese culture, so that more Canadians can come to learn more about China. What impressed me most is that we had the support of the community and the government and co-operation at all levels. The work done by a group of people and not me alone was supported by many. It feels very good to have successfully accomplished something. This is very important, because other people get to use the facility as well.

The only Chinese library in the Province of Manitoba is located inside the Cultural Centre. A lot of elderly people come to enjoy the newspapers and magazines from China, Taiwan and Hong Kong, especially the elderly people living nearby who spend most of their time immersed in their own culture. In order to promote Chinese culture and satisfy the wishes of Chinese parents, we have started Chinese schools. Children can learn about Chinese history and our cultural characteristics through the written word. Since China opened its doors to reform and strengthened its economic power, a lot of Canadians also joined the ranks of those learning the language.

This generation in Canada is more fortunate as we are being accepted by Canadians. Chinese are visible in every type of occupation and we are able to develop our potential. Our ancestors were not so fortunate; they were not allowed to attend school or vote, and suffered a lot of adversity. In March 1991, an all-Canadian Conference was held in Winnipeg to discuss issues relating to the Chinese Exclusion Act and the head tax. We collected a lot of information and learned a lot of history. It encourages our generation to do something to educate the next generation. It was for the general good of the Canadians and the Chinese. The history of discrimination against the Chinese will be no more. Personally speaking, it was certainly worth it."”



Engraved script of the Chinese Railroad Workers Sculpture
displayed in the Leo Mol Sculpture Garden

Leo Mol - Canadian Sculptor:

"Joseph Du, Chairman of the Winnipeg Chinese Cultural and Community Centre, invited me to make a sculpture to commemorate the Canadian Pacific Railway workers.After I heard his introduction, I knew that this was very meaningful work indeed. The problem was we cannot afford not to research the concepts of the spirit of the Chinese workers in my work. It is something that is to be accepted not only by the Chinese, but by Canadians, so that Canadians will know that the Chinese have made a contribution to Canadian infrastructure . At the same time, I want people visiting the Sculpture Garden to know that these are Chinese people, even though I am not Chinese.

On June 11, 1998, people from all walks of life in Winnipeg came to witness the opening ceremony of the sculpture commemorating Chinese workers . Representatives from the federal, provincial and municiple governments also attended the ceremony. The Air Force Regiment orchestral band added some light and yet somber entertainment. The Chinese Railway Worker Sculpture designed by the renowned Leo Mol from Finland is now standing tall at the Assiniboine Park, attracting a lot of attention.

Inky Mark - Member of Parliment :

As I once said at the Parliament Hills, if the Chinese Exclusion Act were not abolished, I could not have become a a Member of Parliament and made my speech here.

The significance is that 1997 is the 50th anniversary of the repeal of the Chinese Exclusion Act. We can all learn a lesson from this stage of Canadian history. This is not just a memorial. Even the snow of the Rocky Mountains cannot bury the footprints of our ancestors. The railway that connects the Canadian east and west still light up the shadow of our ancestors. The spirit of the dragon continues to shoulder generations of Chinese Canadians and who can say that this sculpture does not have a place in people's heart?"



Winnipeg's Chinatown today



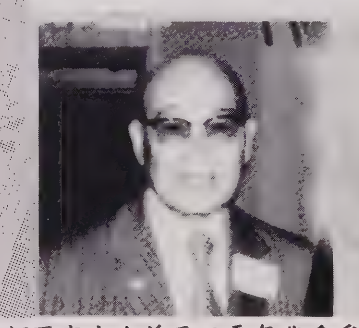
崎嶇險阻的山路 The treacherous mountain road



余嶽興醫生介紹華埠重建計劃
Dr. Joseph Du announces the Winnipeg Chinatown re-develpment plan.



華工工作的一刻 Chinese crew at work



溫尼辟僑領區富先生曾于五零年代爲爭取廢除排華法案而親往國會請願 Winnipeg Chinatown's early leader Mr. Charlie Foo has petitioned at the Parliament for the Repeal of the Chinese Exclusion Act in the 50's



麥鼎鴻國議員
MP Inky Mark



在溫城中華文化中心舉行廢除排華法案五十週年的紀念大會
Commemorating the 50th Anniversary of the Repeal of the Chinese Exclusion Act in WCCCC



李紹麟，李杏源，李奉天–三李由左至右 The three Lees - (L to R) Philip Lee, Hung Lee, Louis Lee

慶典記盛

DOCUMENTARY OF THE CEREMONY



「偉績垂青史，豐碑勵後人」

鐵路華工紀念銅雕隆重揭幕

本報記者
鄭成信報導

由溫城中華文化中心主導籌建的鐵路華工紀念碑塑，在華社團體及各界熱心人士的大力支持，以及國際著名雕塑家毛利奥（Leo Mol）精心雕製之下，終於在本年六月十一日在溫尼辟市的 Assiniboine 公園隆重揭幕。

盛大的揭幕典禮本來定在公園的利奥毛塑像園舉行。但是由於天公不作美，偏偏在慶典開始前就下雨，因此慶典只好改在室内的植物園（Conservatory）舉行。

上午十時許，面積不太寬大的植物園擠滿了三百冒雨前來參加揭幕儀式的各界人士，包括中國駐多倫多總領事館周興寶總領事，政界顯要，社會名流，華社領導，耆英長輩，中國大陸留學生及眷屬，各校學生以及社會各階層人士等等。由於這是本市的一件大盛事，各界媒體均派記者前來採訪新聞。中文媒體除了有本地三家華報記者在場外，加東明報記者，人民日報記者以及新時代電視記者均趕來採訪盛典活動。除此之外，正在爲鐵路華工製作《楓骨中華魂》電視片集的加拿大項目委員會亦派了三位要員前來參加盛會。

大會會場在陳國瑜，畢家威以及數位非華裔人士共同協調合作之下，秩序處理得井井有條，全場的佈置更是莊重雅緻。講台上除了由華人童軍手執著中、加、緬省及溫城中華文化中心的旗幟之外，由張光先生製作的巨幅紅色横額，書寫著「慶祝廢除排華五十週年，鐵路華工紀念銅像揭幕典禮」的字句，更充分顯現出慶典的特殊意義。

上午十時三十分，揭幕典禮由龐大的加拿大空軍樂隊演奏雄壯的軍樂揭開序幕，接著蘇格蘭笛樂隊引導貴賓進入會場。貴賓入座之後，主持司儀的前省督麥高妮歌 （Pearl McGonigal）宣布慶典儀式正式開始，首先是奏「天佑我皇」英國國歌，接著司儀請文化中心主席余嶽興醫生致開幕詞並讚揚他對華社及加拿大的重大貢獻。余醫生在致詞中稱今天的盛會除了以鐵路華工紀念雕塑的完工來表彰華工對加拿大的貢獻之外，最主要的還是藉此慶祝廢除排華法案五十週年紀念，並讓加國人民世世代代明瞭加拿大這段史實。余醫生接著讚揚藝術家毛利奥先生的精心傑作，更感謝各界人士出錢出力鼎力支持，使這項極富意義的盛大活動，獲得完滿成功。省督 Yvon Dumont 在致賀詞中讚揚鐵路華工的重大貢獻，同時也呼請國人確認排華法案的錯誤政策。聯邦政府代表致賀詞由上議院議長摩傑（Senator Gildas Molgat）致電祝賀，由余嶽興醫生宣讀。省議員 Marvin Tweed，市議員 John Angus 均分別代表省長，市長致賀詞讚揚華社對社區的貢獻，對促進加國多元文化的社會，作出了許多有意義的貢獻。中華人民共和國駐多倫多總領事館周興寶總領事在致詞中表示，記念鐵路華工的貢獻及

慶祝廢除排華法案五十週年的活動，意義重大深長，我們希望可以藉此活動促進中加兩國的友誼，爲中加兩國的經濟繁榮作出更大的貢獻。周總領事致詞完畢，司儀麥高妮歌在結束語中強調溫尼辟華社對社區的特殊貢獻，華社領袖余嶽與及元老李杏源對社區的貢獻更是值得特別推崇。司儀接著請毛利奥，省督及余嶽與醫生一同揭開「迷你」型的鐵路華工紀念雕塑的布幕，揭幕儀式亦在大家的熱烈掌聲中徐徐拉下序幕。空軍樂隊在這時奏起加拿大國歌，觀禮的全體觀眾亦隨著樂隊高唱國歌，顯示加國人民不分種族和平相處在一起，共創一個更美好的加拿大。

在禮成之前，精武會派出醒獅隊在鑼鼓喧天之下，慶賀揭幕儀式圓滿成功。接著醒獅隊引領與會者進入茶點招待會的場所。大家享用由李劉巾眉 (Anita Lee) 主理的精美點心及李紹麟徵得商家樂捐的「可樂」飲料的歡樂氣氛中，在下午十二時許結束了揭幕慶典的第一部份節目。

晚上六時三十分，揭幕慶典在華埠洽菊樓舉行了盛大的慶祝晚宴。參加盛會的各界人士有兩百多人。晚會節目由陸李懿華女士及李紹麟先生擔任司儀。溫城中華文化中心主席余嶽與在致歡迎詞中再度讚揚名雕塑家毛利奥的精心傑作，接著他再三強調鐵路華工紀念碑的完成，全靠大家的鼎力支持，而揭幕典禮的完滿成功，亦是全杖一群義工全力以赴的成果。余醫生對大家熱心支持表示衷心的感謝。由渥太華趕來參加晚宴的華裔國會議員梁陳明任 (Sophia Leung) 應邀致詞中表示，鐵路華工對加拿大的貢獻及排華法案是加國一段重要的歷史，在我們華人地位提昇的今天，我們必須要掌握時機，讓加國人民誠心地確認這段史實，不再重蹈歷史的覆轍。梁國會議員最後讚揚溫尼辟華社樹立鐵路華工紀念碑的重大貢獻。城市部長 Jack Reimer 及市議員 Amaro Silva 先後代表省政府及市政府致賀詞，祝賀紀念碑揭幕典禮圓滿成功，並對加國人民作出了有意義的貢獻。中華人民共和國駐多倫多總領事館周興寶總領事在晚會致詞中表示溫尼辟華社已加入主流社會，與主流社會有密切的聯系。由溫城中華文中心主辦的許多重大活動，均對加拿大及華社作出了許多貢獻。爲了表示感謝及表揚文化中心的積極活動成果。總領事除了贈送王朝牌葡萄酒給晚宴助興外，更贈送木雕一座給文化中心作紀念。余嶽與醫生在接受禮物時對總領館的支持表示萬分的感謝。另一華裔國會議員麥鼎鴻 (Inky Mark) 在嘉賓致詞中稱謂他是鐵路華工之後裔，父親是排華法案及人頭稅的受害者。幸虧是排華法案的廢除，他才能有機會來到加拿大而成爲現今的國會議員。但是我們在安享現今自由平等的生活時，千萬不要忘記早期華人的艱苦生活。今天在溫尼辟所舉辦的鐵路華工紀念碑揭幕慶典活動，是首次公開被確認的重大盛事，因此我們對溫尼辟華社尤其是文化中心的主席余嶽與醫生表示衷心的敬佩與感謝。

麥國會議員演講完畢後，晚宴開始，接著《楓骨中華魂》電視片集精彩片段在宴會中播放供觀賞，由遠道從溫哥華前來的加拿大項目委員會副主席蔡宏安先生及項目經理胡善爲博士分別爲該電視片集作簡短的介紹，並吁請大家大力支持這項爲關心下一代教育的工作。爲了表示對余嶽與醫生在這方面的努力，委員會特別邀請

余醫生擔任全國委員會的委員。晚會最後一個節目是由溫哥華前來的加拿大西門菲莎大學林思齊國際交流中心主任王健博士(Dr. Jan Walls) 所表演的"竹板快書"，王健博士是洋人，但卻說得一口流利的北京話，他用中、英語表演了維妙維肖的快版說書，獲得全場熱烈的歡呼與掌聲。晚宴在王博士的精彩表演結束後，宣告圓滿結束。

綜觀這次慶典的一切活動，可以稱得上辦得非常成功，尤其是在上午慶典中分發的精美節目表以及晚宴中的精緻書籤，均清晰地簡介了鐵路華工紀念碑的成立經過，以及列出贊助者機構名稱，加上襯托出彩色的銅雕照片，更令人增加對鐵路華工紀念碑的認識。除此之外，從踴躍出席盛會的各界人士的熱誠來看，這次極富意義的盛大活動深獲得廣大社團的支持，同時也獲得各界人士對溫尼辟華社的肯定與讚許，這是值得我們高興和鼓舞的。

爲這盛大活動出了最大心力的余嶽與醫生最後對記者稱，他對揭幕典禮的圓滿成功感到非常高興，更使他感到興奮的是，有許多主流社會的知名人士以及華社的知名人士踴躍地參加了慶典的活動，更增加了這次活動的深刻意義。余醫生最後表示，揭幕慶典雖然已經順利結束，但這個項目要待紀念碑特刊出版之後，才能算大功告成，因此希望大家繼續大力支持。

(原載中原僑報　1998年6月)



The Unveiling Ceremony of a Sculpture in commemoration of the 50th Anniversary of the Repeal of the Chinese Exclusion Act

Article in Prairie Chinese News, June 1998
reported by Philip Chang and summarized in English by Eva Luk

On June 11, 1998, the Leo Mol sculpture commemorating the Chinese railroad workers was unveiled at the Conservatory of the Assiniboine Park. It was a project initiated by the Winnipeg Chinese Cultural and Community Centre and supported by many.

Among the 300 people from all walks of life who gathered inside the Conservatory around 10 a.m., were the Consul-General of the People's Republic of China in Toronto, important politicians, elite members and leaders of the Chinese community, seniors, Chinese scholars and families, students, etc.

The program was well delivered under the auspices of Calvin Chan, Wilson Tat and many enthusiatic volunteers. The different flags held by the Boy Scouts and the big red banner by Quong Truong also added special meaning to the ceremony.

At 10:30 a.m., the unveiling ceremony began with music played by the Canadian Air Force Band and the Scottish Flute Band The former Lieutenant Governor, Pearl McGonigal, was the Master of Ceremonies. A host of speeches followed. Consul-General Zhao Xingbao expressed the sentiment that the activities commemorating the 50th anniversary of the repeal of the Chinese Immigration Act were significant. In closing, the Honourable Pearl McGonigal stressed the importance of the contribution of the Chinese community to the community at large. The national anthem was sung and the Chingwu Athletic Association led the lion dance as prelude to the serving of drinks and refreshments. The first part of the program ended at noon.

A dinner banquet was held at the Marigold Restaurant in Chinatown at 6:30 p.m. Over 200 people attended the function. Philip Lee and Eva Luk were emcees for the evening. The distinguished guests included Sophia Leung, Member of Parliament, who made a special trip from Ottawa. Other government representatives were Jack Reimer, Urban Affairs Minister of Manitoba and Amaro Silver, City Councillor. Another Chinese Member of Parliament, Inky Mark, related his personal story as a direct descendant of the Chinese railroad workers. Recognizing that this is the first public event held in Winnipeg to commemorate the occasion, we wish to express our deepest respect for and appreciation to Dr. Joseph Du, President of the Winnipeg Chinese Cultural and Community Centre.

The video film 'Canadian Steel, Chinese Grit' was shown during the course of the meal and was introduced by Mr. David Choi as Vice-Chairman and Dr. Edward Woo as Production Manager. The fine entertainment provided by Dr. Jan Walls ended with a thunderous applause.

As Dr. Joseph Du reflected on the success of the event, he was encouraged by the presence of many members of the mainstream society. He said it will culminate in the production of a commemorative publication which will require the continuous support of the community.

人民日报 海外版
PEOPLE'S DAILY OVERSEAS EDITION

枫骨中华魂

——加拿大铁路华工纪念碑揭幕侧记

本报驻加拿大记者 郑德浩

6月11日，对于所有在加拿大的华裔来说，都是一个值得纪念的日子。这一天，一座高约2米的铁路华工铜质纪念碑在马尼托巴省温尼伯市正式落成，纪念碑上伸向远方山脉的铁路和路基旁站立的数十名华工，似乎在向人们诉说着100多年前那段充满艰辛的历史。

这座纪念碑是为纪念1881年至1885年期间，从中国南方被当作"猪仔"卖到加拿大来参加修建太平洋铁路的1.7万名华工而竖立的。他们在只有铁锤、钢钎等简陋工具的条件下，逢山开路，遇水架桥，越过"加拿大地盾"的岩石与沼泽，穿过不列颠哥伦比亚省几乎不可通过的山脉，最后修通了连接加拿大东西部的太平洋铁路。在修建铁路的5年时间里，共有4000多名华工献出了生命，铁路每向前推进1公里，就有1名华工死亡。

温尼伯中华文化中心主席余狱兴在接受本报记者专访时说，这一具有历史意义的纪念碑落成，得到加拿大三级政府、中国政府和各民间组织的大力支持，这次揭幕庆典活动实际上是表彰华裔为加拿大多元文化社会所做出的贡献。出席典礼的600多名来宾对国际著名雕塑家雷奥默尔先生精心设计的铜碑给予高度评价，称赞他以83岁高龄用双手雕刻出当年华工坚忍耐劳的刚毅形象，再现了他们以最低收入和最高付出为加拿大的发展做贡献的那段可歌可泣的历史。

专程从多伦多前来参加揭幕典礼的中国驻多伦多总领事周兴宝在发言中表示，中国早期的移民为修建太平洋铁路付出了巨大的牺牲，他们用自己的血汗劳动创造了这段不可磨灭的历史。

揭幕典礼在温尼伯市阿斯尼博恩公园内举行，马尼托巴省省督、省议长和各级政府官员参加了纪念碑揭幕典礼。人们在蒙蒙细雨中默默来到碑前致意，一些筑路华工后裔心情显得分外激动，一位名叫曾廷昌的华裔赋诗道："铁路纵横通十省，蜿蜒万里贯西东。移山劈路凭劳力，凿洞穿岩夺天工。凝想前人艰苦处，缅怀先代马牛工。当年多少辛酸泪，滴落岗头染草红。"国会议员麦鼎鸿先生也驱车400多公里前来参加典礼，他说，他的祖父就是当年参加修建铁路的华工，华工的牺牲与奉献为加拿大东西部统一，也为加拿大今日的繁荣做出了不可磨灭的贡献。

中国中外名人文化研究会和中国铁路关心下一代工作委员会，为纪念这段令人难以忘怀的历史，联合投资摄制了专题电视片《枫骨中华魂》。从温哥华前来参加典礼的西门菲沙大学林思齐国际交流中心主任、摄制组加拿大项目委员会主席沃尔斯教授表示，许多人并不知道，在很久以前就有无数流血流汗的华人在北美这块新大陆开创家园，纪念碑的落成和《枫骨中华魂》的拍摄，能使更多的加拿大人有机会了解华工为加拿大统一所做出的贡献，并同时开始理解我们自己历史的这一部分。摄制组采访了数十位生活在中加两国的铁路华工后裔，用大量珍贵的资料反映了华工背井离乡的辛酸历史，展现了华工和他们的后代如何与不同族裔加拿大人一道艰苦奋斗，为加拿大的繁荣做出了贡献，以及他们为争取平等地位所进行的奋争。

加拿大总督勒布朗在特别来函中说："横贯大陆的铁路联合了我们的国家，巩固了我们的联邦，建造太平洋铁路是加拿大历史上最令人震惊和自豪的功绩，成千上万华工的努力，他们吃尽千辛万苦的决心与劳动被载入史册，我们应当向他们表示感谢。"

（本报温尼伯6月16日电）



Reported by People Daily's reporter Zhao Tak Hao

Impressions of the Unveiling Ceremony of the Sculpture commemorating the Chinese railroad workers. 'Canadian Steel, Chinese Grit'

reported by Zhao Tak Ho and summarized in English by Eva Luk
Article in People's Daily Overseas Edition, June 16, 1998

June 11 was a special day to be remembered by people of Chinese descent in Canada. The two-metre high sculpture commemorating Chinese railroad workers witnessed a difficult period of history that happened over a hundred years ago.

This sculpture commemorates the 17,000 southern Chinese who came to Canada between 1881 to 1885 to join in the construction of the Canadian Pacific Railway. Four thousand lives were sacrificed for the common good during those five years.

Dr. Joseph Du, Chairman of the Winnipeg Chinese Cultural and Community Centre indicated that this project was strongly supported by the three levels of Canadian government, the Chinese government and community organizations. Mr. Zhao Xingbao, Consul- General of the People's Republic of China in Toronto, spoke about the indelible mark made by the early Chinese immigrants with their own sweat and blood. The unveiling ceremony that took place at the Assiniboine Park, in the City of Winnipeg was very well attended despite the drizzling rain. A poem written by Frank Tsang was poignant and Inky Mark, a Member of Parliament, talked about his ancestors' sacrifices and contribution which led to the prosperity of Canada today.

The team from Simon Fraser University in the Province of British Columbia, were jointly responsible with for the production of the television production, "Canadian Steel, Chinese Grit". Professor Jan Walls, Chairman of the production team, said it is not widely known that countless Chinese gave up their homeland in China many years ago and worked very hard to establish a new life in Canada.

In a special letters of greetings from the Honourable Romeo LeBlanc, the Governor General, he thanked the Chinese people for their part in building the Canadian Pacific Railway, which united our country and solidified confederation.



余櫢興醫生贈錦旗與人民日報記者（右）鄒德浩留念
Dr. Joseph Du presents a banner to People Daily's reporter Mr. Zhao Tak Ho (R)

「楓骨中華魂」及「無名英雄的豐碑」溫尼辟首映禮圓滿成功

鄭成信

描述華工修建加拿大鐵路血淚史的紀錄片《楓骨中華魂》自十一月四日在渥太華國會山莊舉行首映禮之後，續在多倫多、溫哥華、北京、及卡加利等大城市舉行隆重的首映儀式，並穫得完滿成功。

十一月廿八日，《楓骨中華魂》在溫尼辟藝術館 (Winnipeg Art Gallery) 舉行了最後一站的首映典禮。溫城中華文化中心由《楓》片加拿大項目全國委員會委任爲這次首映典禮的主辦單位，慶典儀式由前緬省省督麥歌尼哥(Hon. Pearl McGonigal) 主持，她於當日下午二時卅分在佈置得華麗壯觀的 Muriel Richardson 會場上宣佈首映禮開始，首先請緬省音樂協會樂韻合唱團唱國歌，接著請文化中心主席余嶽興醫生致開幕詞。余主席略謂《楓骨中華魂》在各大城市首映已轟動了加拿大和中國，今天有機會在溫尼辟舉行首映禮，實在感到榮幸。今年六月十一日在阿辛尼波公園揭幕的鐵路華工紀念碑，是促成《楓骨中華魂》在本市舉行首映禮的主要原因；因此今天溫尼辟的首映，將加映一片以溫尼辟華社史實爲主的《無名英雄的豐碑》來增加首映禮的重大意義。余主席最後感謝應邀前來參加盛會的三級政府官員、各界名流、長輩耆英、學校師生及華人童子軍和樂韻合唱團等三百多人。特別值得一提的是，緬省印第安酋長 Rod Bushie 亦到場觀映。余主席致詞完畢，司儀接著請聯邦政府代表溫尼辟南區國會議員艾瑞舸 Reg Alcock MP 致詞，艾議員現任中加國會友好協會共同主席，前幾天才從中國陪同總理克理田訪問中國歸來，所以一上台便向大家顯耀一句中國話：你好！更給首映禮增加氣氛的是，艾議員還帶著他那位全身中國式打扮，而且還不足一歲大的小兒子上台，小艾也非常天眞地向大家説聲，你好！ 引得全場人士哄然大笑。艾議員接著很莊重地説，他曾在十一月十九日在北京爲《楓骨中華魂首映典禮致詞，爲中加兩國的友誼增加密切的關係。自從他當了中加國會共同主席之後，更積極地爲中加兩國作出貢獻。最後艾議員希望大家通力合作，共同爲中加兩國的繁榮，增進兩國人民的生活水平而努力。接著省政府代表、法庭部長 (Minister of Justice)、副市長、及《楓》片執行製作人李寧玉博士等均在首映中致賀詞。最後是由從溫哥華趕來參加盛會的加拿大項目全國委員會副主席蔡宏安先生講述《楓》片製作的經過，及該片在各城市首映的盛況。蔡副主席致詞完畢之後，便頒發精美的奬牌給文化中心主席余嶽興醫生、塑雕名家毛利奧 (Leo Mol) 、溫尼辟基金會及 Thomas Sill 基金會等。

接著先後放映二部大家期待著的紀錄片，《無名英雄的豐碑》及《楓骨中華魂》。爲了方便各界人士瞭解紀錄片的內容，兩片均以英文版本放映。

首映之後，主辦單位溫城文化中心在藝術館敬備茶點招待各界人士，藉此聯誼並研討紀錄片的觀感。一般的反應是，兩部片均能以客觀、眞實並具感動力的拍攝內容來肯定鐵路華工及其後代華裔對加拿大的貢獻。因此這兩部具有歷史價値的華人史實紀錄片，相信可以肯定華人在加國歷史佔有一席之地。

（原載中原僑報 1998年12月）

WINNIPEG CHINESE CULTURAL CENTRE HOSTS LOCAL PREMIERE OF TWO NEW DOCUMENTARY FILMS

Canadian Steel, Chinese Grit & Monument To The Nameless Heroes

In commemorating the 50th Anniversary of the Repeal of the Chinese Exclusion Act and recognition of the important role played by thousands railway workers, the Winnipeg Chinese Cultural and Community Centre the local premiere of two new documentary films on November 28, 1998 to the general public:

Canadian Steel, Chinese Grit, an important TV documentary an the history of Chinese Canadians was originally premiered on Parliament Hill, Nov. 4, 1998, followed by Toronto (Nov.6), Vancouver (Nov.14), Beijing, China (Nov. 19), Calgary (Nov 24) and Winnipeg (Nov. 28). This film was jointly produced by the Sino-Foreign Who's Who Research Association of China and the China Railway Commission for the Next Working Generation, and co-organized by two Canadian institutions: the David Se Chai Lam Centre of International Communication at Simon Fraser University, and the Institute of Asian Research at the University of British Columbia. This film describes the historical events surrounding the completion of Canada's transcontinental railway and the important role played by the thousands of Chinese workers in this enormous and most dangerous task. In the words of Canadian's first Prime Minister, Sir John MacDonald "Without the Chinese labourers, there would be no railroad": and as we know today, without the rail link, there would have been no sea-to-sea Canada. The experiences of these courageous pioneers are told through extraordinary visuals, and exciting narrative, and interviews with several of the workers direct descendant. The contribution of these individuals to our political and economic development is a legacy that deserves a special place in Canadian history. This film helps to ensure that place.

Monument to the Nameless Heroes, is also a documentary film produced by the same producers. This film archives the historical events of the Manitoba Chinese Community. In particular, the Winnipeg Chinatown re-development and the establishment of the Winnipeg Chinese Cultural and Community Centre; the commemoration of the 50th Anniversary of the Repeal of the Chinese Exclusion Act; and the unveiling of a Leo Mol Sculpture on June 11, 1998 at the Assiniboine Park, are prominently featured.

These documentary films were designed to re-create, re-examine and re-think this important piece of Canada's history as well as to promote greater understanding and harmony between the different ethnic races that make up Canada.

The Winnipeg Premiere was held on **Saturday, November 28th at 2:30 p.m. in the Muriel Richardson Auditorium, Winnipeg Art Gallery.** The Honourable Pearl McGonigal, former Lieutenant Governor of Manitoba graciously served as the Master of Ceremonies of the Premiere. The function attended by many dignitaries and over three hundred invited guests including school children and teachers.

The program started at 2:30 p.m. with the singing of the National Anthem led by the Winnipeg Chinese Choir, the Manitoba Chinese Music Association. Dr. Joseph Du, President of the Winnipeg Chinese Cultural and Community Center presented his welcome speech and then greetings from the Member of Parliament, Winnipeg South, Mr. Reg Alcock along with his one year old son who dressed up with Chinese costume and said "Ni Hao" (How are you in Chinese). It was then followed by the greetings from the Honourable Victor Toews, Minister of Justice of Manitoba, Ms. Lillian Thomas, Deputy Mayor of City of Winnipeg and the Executive Producer of the film, Dr. Ning Yu Li.

Mr. David Choi, the Vice-Chairman of the Canadian National Executive Council and Executive Producer described the production process of the film and the premiere in different countries and cities in Canada. Mr. Choi presented the plaque to Dr. Leo Mol and the local sponsors and organizers of the project in recognition of their contribution

The films showed in English for **1-1/2** hours and the reception came after the showing.

" I am exceedingly proud to be part of the committee of this significant project Through this project I have come to comprehend more of the contributions of these Chinese pioneers to this wonderful nation." said Dr. Joseph Du, after viewing these two documentary films.

In short, this historical event was a great success. The films were well received and the reaction from the audiences was generally warm and positive.

By Ms. Tiffany Chan,
Program Coordinator, The Winnipeg Chinese Cultural and Community Centre

文獻
ESSAYS

鐵路縱橫通十省

滂沱泗涕洒硌磯

楓骨中華魂，
銅像慰先人

王虹

一九九八年六月二十二日的"人民日報 " 以較大篇幅刊登了人民日報記者鄒德浩採寫的通訊" 楓骨中華魂—加拿大鐵路華工紀念碑揭幕側記 "，記者向幾百萬乃至上千萬的國內外讀者介紹了六月十日在緬省溫尼辟市隆重舉行的這個盛典。

記者敘述了這座紀念碑的由來以及華工爲修建太平洋鐵路所做出的巨大貢獻，他還採訪了負責籌劃幷使這項工程最終得以完美建成的溫城中華文化中心主席余嶽與醫生，以及中國駐多倫多總領事周興寶先生和國會議員麥鼎鴻先生，記者進一步強調了這座華工鐵路雕像的深遠歷史意義。

這座紀念碑的建成，其意義的確非同一般，它不僅再現出當年修建太平洋鐵路的萬名華工堅毅勇敢、克苦耐勞，爲加拿大的統一和繁榮做出的永垂史册的貢獻，更時時提醒后人，早期華人飽受歧視與不公正的待遇，他們的苦難遭遇不應該被遺忘，我們同時也看到，正是由於早期移民的辛勤創業、不屈奮鬥，才使得社會不斷向前發展，使得新移民的生活環境逐步得以改善。進一步説，這座紀念碑向加拿大，也向世界展現了中華民族的勤勞、剛強等優秀品質，也向世界訴説著炎黄子孫曾經受過何等的屈辱與苦難，更時刻爲我們敲響著警鐘：我們應該牢記這段歷史，不讓中華民族悲慘而又屈辱的一幕重演！

記者在通訊中還引用了本市文壇享譽盛名的曾廷昌老先生的詩："鐵路縱横十省中，蜿蜒萬里貫西東，移山辟路憑勞力，鑿洞穿岩奪天工。凝想前人艱苦處，緬懷先代馬牛工，當年多少辛酸淚，滴落崗頭染草紅" 。這首詩形象地描繪出當年華人勞工的辛酸歷史與奮鬥足跡，讓后人對他們更加緬懷與尊敬。

這座紀念碑的建立以及揭幕典禮的舉行，都得到了加拿大三級政府，中國政府及社會各界的大力支持，這更加證明了華工的不朽業績和他們爲加拿大的貢獻具有何等重要的歷史影響和現實意義，也令人清楚地看到華裔作爲少數民族的一員，在加拿大社會中正發揮著愈益重要的影響和作用。我們爲此感到振奮與驕傲。

加拿大鐵路華工紀念碑的鼎力爲我們華人在加拿大的歷史翻開了新的一頁。我們不僅緬懷先人，爲他們的悲慘遭遇洒一掬之淚，爲他們的堅強不屈發出由衷的驚嘆，我們更應以此爲起點，更好地宏揚中華文化，爭取平等權益，促進多元社會的發展貢獻自己的力量。

我們應該感謝鄒德浩先生。他寫的通訊讓數百萬的中國讀者進一步了解了華工在加拿大的奮鬥歷史，也知道了我們溫尼泊華社爲紀念這段歷史所做出的貢獻。正如鄒先生日前致賀文化中心主席余醫生時所説："這對一個多世紀前付出艱辛勞動甚至犧牲了生命的前人，也算是種紀念和悼念吧！" *（原載緬省華報 1998年8月）*

專訪：名藝術家毛利奧先生

車 一 心

在溫尼辟市內有一個偌大的公園叫做雅仙尼賓公園 (Assiniboine Park)，在公園內有一個世界聞名的銅像雕刻藝術花園，這花園是由加國的三級政府特別為表揚溫尼辟的藝術家毛利奧先生而建設的，花園內佈滿了毛先生的精心創作，有三十多座大小不同的銅像，藝術館內放置了許多陶瓷作品，水彩畫、油畫及鉛筆素描，在這小小的花園裏集中了大部份毛先生畢生的精萃。銅像藝術本來就是凝重的、莊嚴的，許多對雕刻藝術不甚了解的人，都不會跑到藝術館裏特別去參觀銅像創作，但是，當這些銅像安置在一個綠草如茵的花園裏，當人們漫不經意地帶著一家老少，在風和日麗，蓮花飄香的季節裏，漫步徘徊在林立的銅像之間，不知不覺地就被那濃重的藝術氣氛所渲染了。「一心」就是這樣從絲毫不懂得雕刻文化開始，由於深愛著利奧・毛藝術花園的那份優悠，而不自覺地喜愛上了這裏的銅像，欣賞著有關銅像的種種，更而對這位著名的藝術彫刻家起了探討的念頭：利奧・毛是一位怎樣的人呢？為什麼他會有這麼大的成就呢？為了找尋眞正的答案，「一心」特別拜訪了毛老先生，作了這篇專訪，讓許多認識他的，或不認識他的人一起分享。

這一天，天氣特別的晴朗，暖暖的陽光中飄著涼涼的和風，走在和風的陽光中，好舒暢！「一心」按不住急切的好奇心，也為了表示敬意，早十分鐘就到了約好的地點：就是在大公園內的利奧・毛藝術館內會面。不巧的是，這天藝術館不開門，「一心」只好在花園內蹓躂；又過了十分鐘，看見一位滿頭銀髮的老伯從停車場急急步的衝過來，一下子就來到面前，腳步還未停定，他就伸出手來，「一心」忙著和他握手致候；毛老先生說：「噢，我遲到了，其實我出門的時候一點兒也不晚，只是碰上了火車過馬路，我只好讓她一次，誰知一等就是十多分鐘。百多個車卡，跑得頂慢的，害我遲到了！」

「沒關係，沒關係！」一心安慰著他。當大家走到藝術館前，毛老先生忽然用手輕敲著自己的前額說：「噢，怎麼我又忘記了，今天我的藝術館是不開門的！」

「一心」給這位八十多歲的老伯伯的幽默和風趣惹得忍不住大笑起來。第一次的相處，已覺得這位老爸又親切，又可愛！「一心」對他說：「沒關係！正要給你拍幾張照片，就在銅像旁邊好嗎？」「當然！當然！」毛老先生自己走到他喜愛的銅像旁邊，興緻很高的造形，拍好了照片，毛老先生提議去公園的小餐廳坐下來談。

在餐廳裏，毛老先生很客氣的讓座，又點了咖啡。「毛先生願意談談你個人的事跡和經歷嗎？」一心問。「當然！當然！」毛老先生想了回才說：「那麼就從我的名字說起吧！你看，這是我的名字：LEONID MOLODOSHANIN 他把一串長長的英文字母寫在我的稿紙上。

「你懂得唸嗎？」毛老先生問。「一心」只能微微笑，搖搖頭。「太長了，好難唸的，是嗎？所以後來我把它剪短了，就成為 LEO MOL ，大家都會唸了，是嗎？」毛先生把其餘的字母劃掉。

「一心」看著這位老先生，竟會把自己的名字也剪掉了一大截！可真有趣！『我本來用的這個長長的姓氏，是「新婚」的意思。遠在很久很久以前，我的祖先來到烏克蘭的一個小鎮，那時他剛結婚，所以鎮上的人就把他叫做「新婚」的那小伙子，以後這就成了我們家族的姓氏了！』毛老先生又說：「我年少的時候，常常因為這名字給人取笑，好難受！來到加拿大之後，我決意改了個簡單的名字利奧・毛！」毛老先生耐心地解釋著。「你怎麼會愛上銅彫這門藝術的呢？」一心問。

「我出生在一個工人的家庭，父親是個陶土工人，一家子以售賣陶土器皿為生，我們幾兄弟小的時候，就用陶土揑造玩具，可以說是在陶土堆中長大的。父親見我的手工不錯，曾經問我要不要也成為一個出色的陶土製作家，我很堅決地回答他：不，我要成為一個藝術家！當年我只有七歲。父親十分驚詫我有這樣的抱負。我長大了之後，就進了列寧格勒大學進修藝術科。第二次世界大戰時，德軍佔領烏克蘭我的家鄉，許多人都被送去集中營做勞工，我卻是十分幸運的被送到柏林，修整德國藝術館的彫刻。在柏林的一段時間，我也接受了特別進修，奠定了對銅像鑄造的智識，我還學會了玻璃染彩的藝術（STAINED GLASS）。」毛老先生一口氣說了許多他早年的經歷。

「你什麼時候來加拿大的呢？」一心問。

「一九四八年我和妻子瑪嘉烈移民來加，定居在溫尼辟，一直到現在都沒有遷居過，溫尼辟已經成了我第二故鄉。初來的時候，言語很成問題，你知道嗎？我原本是英文一竅不通，不會講也不會寫，我的妻子是位教師，可是言語不通，只好再去師範進修！幷專研英語。因為言語問題，我找不到工作，只有在農莊做事，後來遇到一位烏克蘭神父，這才溝通了，他請我為他的教堂選神像，設計彩色玻璃窗户，我高興得不得了。從此我再走上我的藝術途徑，在藝術方面創造另一番境界。」毛老先生說到這裏，顯得十分興奮。他喝了一口已經涼了的咖啡又再繼續說；

「幾年之後，我的銅像已得到許多學府、政界的讚賞，一九五三年我參賽開始得獎，一九六四年，我的一個阿根廷大詩人的銅像 TARA SCHERCHENKO 得到國防特別獎，並在渥太華揭幕展覽。這以後，我鑄造了許多世界偉人的銅彫如加國前總理蒂芬貝加、美總統艾森豪威爾、教宗保羅六世、約翰廿三世、德國的總主教等等........」毛老先生滔滔不絕地列數他的成就，可是他一點都沒有驕傲的神情，只是謙謙謹謹的慢語道來，好像一個學生在報導他的作業。「一心」只覺得他的藝術生涯很專注，很成功。

「最近你有什麼新的作品嗎？」一心問。

「對了，我正要告訴你，前些日子，你們華人文化中心的主席余嶽興醫生請我製作一個為紀念華人勞工建造加拿大

太平洋鐵路的銅像，當我聽了余醫生告訴我當年華人勞工的情況，我覺得這是一件十分有意義的事。我的銅彫藝術不只是為表揚個人功績，更應該表揚不同民族對當地國家的貢獻。加太鐵路穿越險峻的洛磯山脈，溝通了西部各省份的經商往來，加速了今日加國的繁榮。聽說當年建造鐵路的時候，最危險的工作都由華工擔任，死傷也以華工最多，一百五十年以來，加國的人民都從未有過對華工事蹟的表揚，現在經過余醫生的提點，就由我來踏實地幹，造一個銅像放在藝術花園中，給後世千千萬萬的人們敬仰！」

一心凝望著這位烏克蘭老伯伯，一位舉世著名的藝術家，願意用自己的工作表揚我華人的歷史功績，心中油然起敬。

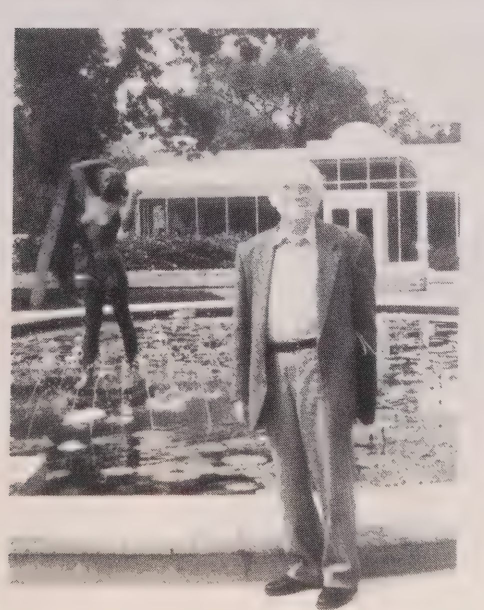
『我曾經去過中國旅行，從我的經歷所見，中國人很愛用「龍」來代表崇高，威武和力量，所以在我將要定制的銅像裏，一定會有一條龍，一隊中國工人，背景是崇高的洛磯山，工人的前面是一條鐵路，還有一副中文對聯描述華工的艱巨生涯，也有一段英文敘述的歷史過程。你看，這就是銅像的縮影！』毛老先生出示了一幅彩圖給一心看。圖中完全是毛老先生所說的一樣，整個圖像很有風格，很有意義。

和毛老先生談了一整個下午，他說的很多，「一心」學到的也很多，毛老先生謙和的風度，親切的儀態，使人留下深刻的印象。臨別之前，他語重心長地對「一心」說：

「希望華工的銅像能給華人社團一點光輝，讓大家在這自由的國度裏，互相尊敬，共同發展，為我們的子孫建立一個美好的家園！」

「一心」也希望，在溫尼辟的所有華人，共同響應這件善舉，讓紀念華工的銅像早日豎立在美麗的藝術花園中，供人瞻仰！

（原載中原僑報　1997年9月）





生日會上的巧遇

譚香蓮

記得那一天，一九九七年七月十三日，正是風和日麗，樹盈綠葉，花開錦繡的好日子，我們幾位異姓姊妹所組成的生日會於溫城唐人街洽菊樓舉行歡聚會，共慶芳辰。大家正興高采烈，互祝心境永遠保持青春之際，巧遇中華文化中心主席余嶽興醫生。原來余醫生與其客人剛在鄰桌。余醫生熱情地向我們寒暄問好，並請我們觀賞一座雕刻精緻的銅雕。

這座取材特別，反映老華僑勞苦功高，偉大貢獻的銅雕，其背景是峰巒起伏的洛磯山，連貫十省的鐵路，辛勤苦幹的鐵路華工和紀念廢除排華法案五十年。此乃舉世聞名的加拿大雕塑家 LEO MOL (梅禮奧先生)的精心傑作。

凝望著這座銅雕，引起我無限的感觸。回想當年先祖輩，飄洋過海，來到這個完全陌生的土地，經歷了多少辛酸，流盡了多少血淚，飽受欺凌，還要承受種族歧視和各種不平等待遇，但他們仍默默耕耘，幹著白人不肯幹的苦工，對加拿大的統一大業，作出了無法估計的貢獻，致使今日的我們，能在這和平的樂土上，享受著自由和平等。前人播種，培植了今日成蔭的大樹。我們在乘涼之餘，可還記得先賢所受的苦楚和爲我們所作的犧牲？

正當我們對著雕像緬懷過往之際，余醫生更介紹他的客人與我們認識，原來正是梅禮奧先生。梅先生是位溫文儒雅，慈藹的長者，毫無一般藝術家的不羈和傲氣的作風，當他與我們親切地閒話家常，其德者的風範，教人如沐春風。我們姊妹們都感到十分開心和榮幸，除先睹梅先生的佳作外，並能與這位知名的藝術家合拍一照留念。

余醫生告訴我們說，這座雕像只是模型，原作品高達九呎，完成後將會安放本市以梅禮奧先生命名的公園裏，供遊人觀賞。

我衷心感激梅先生爲華社義務雕製這件無價的藝術品，更期望每一位僑胞都能慷慨解囊，支持文化中心爲此雕像而作的籌款活動。要知道一個人如不能瞭解他的過去，就永遠不能掌握他的將來。我們要讓加拿大的下一代，永遠銘記華人的功績！要讓我們的下一代，永遠都以爲龍的傳人而驕傲。　*(原載中原僑報 1997年8月)*



苦樂今生

藍寶

緬省華工銅雕揭幕典禮

鐵骨豪情創天地 可憐深閨夢裡人

歷史翻開一頁又一頁，它是記載昨天與今之間的事情，「今日」不就是從「昨天」走過來的嗎？了解昨日的歷史，就是爲了更好地認識我們的今天，讓我們展望明天的遠景。

回顧我們的先人經歷過千辛萬苦奮鬥的事蹟，以致我們這一代得以安居樂業的生存，實在應該感到幸運和知足，更應以他們爲榮。而我們的華人在加拿大的歷史上，又是什麼的樣子？又站在什麼的角色上呢？

話說華人到北美洲工作的開始，是在1858年左右。華人來到加拿大，多是受僱於卑詩省之金礦工作，所以一般出洋工作時，以前的人便會說到「金山」掘金去，其實大多數之「金山客」，是會被賣掉被欺騙，筆者從粵語長片看到一些去「金山」掘金之華工，他們離鄉別井，亦知道中國境內的嬌妻在盼，愛子在哭，老媽在心疼之情形下，懷著發財的美夢，無可奈何地忍心別去。可惜不單止掘不到金塊，有時反而像豬肉一樣，給購買者爲所欲爲，通常一些鄉村人老是被賣，給人欺騙簽了合同，上了船後才知道，但可惜逃脫無門了。故此亦有「賣豬仔」這個名稱。

加拿大初期的主要交通是依賴馬車來作運輸工具。如能建設一條橫通加拿大的鐵路，確實對發展工商有很大之幫助。加拿大政府便在1880年開始建設一條由溫哥華至大草原區的鐵路，以便令交通上更快速方便。這期間之五年中，一共有一萬多的華工，紛紛受僱來到鐵路工作。他們做著一些低薪又極爲危險的工作，拼了老命去幹，爲的只希望能夠多找些銀兩，能寄回中國的老家，接濟苦候自己之家人。因爲荒山野嶺，因爲以前之科技不發達，建設當然有危險。據說卑詩省每一英里之鐵路，平均便有一華工喪生。是我們龍的傳人之鮮血建好的「太平洋鐵路」將永留在後人心頭。在此，我懇請各位讀者爲這批華工致一些敬意，好嗎？

今次，緬省溫尼伯的歷史盛事，由溫城中華文化中心主導籌建的鐵路華工紀念銅雕，就是爲了要紀念這批爲加拿大修建鐵路的華工。這次除了得到加國三級政府凡和中國僑務辦公室之支助費用外，更在得到華社團體及各界熱心人士的大力支持下，於今年的1998年6月11日隆重揭幕。

那天雖然是毛毛細雨，但也擋不住那些去觀禮的熱心人們，到場者大約有三四百人，其中華人佔多。我們緬省越棉寮華裔協會會長蕭亞山先生，緬省越棉寮華報社長鍾新民先生，英文秘書顏國華先生和曾獻發先生也有出席參加這次爲華人爭光之揭幕禮，他們懷著對鐵路華工無限之敬意，亦爲本身是龍的傳人而驕傲。

儀式開始之前，天色灰暗，點點雨絲飄落下來，不正好像天公也憐憫這些流血流汗的鐵路華工嗎？它是否希望各人也應該爲他們留下感動之淚？記得那天的微風細雨，就好像是叫我們讓清風吹乾悲憤的淚珠，迎接美好的將來。

這重大的歷史紀念揭幕，當然會有很多傳媒報道。不單是本地之新聞界注重，連全加之中文電視台「新時代」也派專人來拍攝錄像。人民日報駐加之代表鄒社長和加東明報著名記者Raymond也專程來到溫尼伯市採訪。筆者且將這事報導一下。雖然今日再寫已是舊聞，可能有畫蛇添足之感，相信已有不少文章報導過了。只好儘量寫得通俗一些，花邊新聞一些。如有錯漏之處，望讀者不吝賜正，在此再三多謝緬省華人歷史協會統籌蔡周銀嬌女士的幫助，讓我對加國華人歷史，特別是今次之華工歷史更多些了解，使我可多些資料報導，謝謝。

今次的揭幕禮不單止在緬省是件盛大的社團活動，連加國政府也視之爲大事。國會首位華裔女議員梁陳明任女士（Sophia Leung），亦專程由渥太華趕來參加晚宴。一些不同省份和城市，除了有不少的賀詞送來，而且還有各方面的代表人物。他們專程的遠道而來到溫尼伯和我們一起參加慶祝。其中有爲了闡述華工修建之電影「楓骨中華魂」的胡善爲博士及蔡宏安先生。該片是文獻記錄片亦是「加拿大華僑史」的縮影。在晚宴上放了一小段給各人欣賞，可加深對此事的了解，令此盛會更加錦上添花。

今次能極之成功，中華文化中心主席余嶽與醫生實是功不可抹，銅像紀念的籌劃，由開始至完結，他曾邀請各社團一同參與和支持。他用了不少努力和時間，在他的堅毅和忍耐之下，終於完滿成功做妥，更令加國人和中國人對此次的事得到認許和贊同，實在令人對他敬佩。余醫生卻謙虛地說：姑勿論評語如何，我總算是爲華人華社做件永留存的事績了。那日的揭幕禮由緬省省督狄蒙(Yvon Dumont)，雕塑家李奧慕先生(Leo Mol）和余嶽與醫生三人一同揭開銅像的紅布，在電視上見到余醫生臉上嚴肅的樣子，但當

揭開紅布的那剎間，他終於露出如釋重負的笑容。他在致詞中，特別提及以往華人困境。從1880至1947年中，因國會法例，令不少華人很難有機會移民到加國。一些參加過建設太平洋鐵路負傷之華工，亦沒有苦盡甘來，反而要交納沉重之「人頭稅」。現今幸福的華人的地位已大大提高，可以為自己爭取多些本身的權力。

省督狄蒙更贊揚華人在鐵路工程的貢獻。麥鼎鴻 (Inky Mark)，華裔改革黨國會議員，他還是華工之後代呢！他在致詞中說，這是個華人驕傲的日子，希望歧視華人情況不再出現。

中國駐多倫多總領事周興寶先生亦語氣深詳對著鏡頭說，中加兩國之過往歷史，是由艱辛至歡欣，內中經歷不少曲折和努力，排華這法案歷史已經是過去了，希望促進兩國將來的友好關係，令華人安居樂業。

新時代電視台還訪問一些現場的老華僑，一些人說今次的紀念華人在加國出力，為建設鐵路犧牲的烈士表揚是應該的。其中一位老華僑 Jim Lee先生亦歡欣地讚賞說，種族平等最恰當，應該對不同之民族也要一視同仁，平等才合理嘛。

電視台的鏡頭再轉去採訪緬省華人歷史協會統籌蔡周銀嬌女士。她對記者梁志權先生說，她一直以來，為華人之不平等而努力，所以在十一年前成立這個協會後，便收集了不少的文件和稅單，還保留一些古老的文件古董，以便日後可作歷史的見證。她說，以前人頭稅太貴，所以很多華人在經濟不可負擔，申請家人一同來到加國團聚不可能，唯有在加國境內別外再婚，對在中國境內之嬌妻只好用金錢上補救。可憐一些望夫成龍的婦人，她的當家一日顯貴在他邦之時，便是被拋棄，要苦守之日了。

筆者絕對相信這是金山客的血淚史，因為我的公公年輕時，在父母之命令下，和新婚才三日的妻子分開，乘坐大輪船去到加拿大的滿地可市，他告訴我，上了岸後，便要脫光全身之衣服來作身體檢查，實太污辱。之後困在小屋中半步不能離開，望著窗外一片雪花白影，思念故鄉，又想前路茫茫之悽涼更是傷心。 過了一個星期後，不知如何又轉送到南美洲的委內瑞拉去。十年後，剛巧世界大戰，這一班華工便各自回鄉。我的婆婆終於守得雲開見月明，與夫婿團聚。可惜好景不常，十年後，因鄉中生活太困苦，我公公又再次離開中國，到委內瑞拉再次作其「豬仔」去，遺下三兒一女給我婆婆撫養，可憐她一守便守候了三十多年才移民到南美去。重逢之日已白髮蒼蒼，兩人不禁唏噓。

「掘金」，掘金之客多數是令受寡的女性痛苦的。人不回來固然是人間悲劇，即便有日能輾轉回家，相信嬌妻已花顏不再了。還有更多的金山客，乾脆在洋邦別有新歡不回去了。以前的婦女在舊封建家庭是不能亦不會改嫁的，一句賢良淑德便取去女性一生最寶貴的感情生活，那些自傲讚美的背後，又有多少滴眼淚來濕透衣衫；那些對人歡笑，背人愁的痛，又豈是金山客的一封家書，二兩黃金可以補償的呢？

寫的我手也痛，想得我心更酸。實在太多的悲傷語句，還是和你們說些開心的話吧。今次的「揭幕禮」中，還有一些小小花邊笑話。猶記那晚是坐在明報記者Raymond之身旁。筆者有幸見到這些在報館工作之前輩。理應小心聽他教導，豈知他只會妙語橫生，令人笑得合不攏嘴來。他說：「記」者，即妓也，很多時候，不願作也要去作，要說真話有時是不可以，如要作些假文章又令自己良心難受。那與「妓」又有何分別，真是可圈可點。看著他半假瘋狂的人生觀，才知道作「記者」真不容易呢！

談到不同國家之不同口音之巧妙，令我想起一句令我生氣的笑話。曾經參加過一些寮國之宴會，常常見到些笑容滿臉寮人為你添菜，口中叫你為「姣婆，姣婆」，開始時候以為我有什麼失態之處，給人誤會不夠莊重，變成姣婆，後來才知道，原來"姣婆"是問你還要不要呢？請不要客氣！的意思。說到此時候，在座的每個人也大笑起來。連不大懂廣東話的羅領事和李領事也望著我這個受屈的"姣婆"笑出聲來。

坐在我對面的蘇寧馨先生，緬省越棉寮協會之副會長，見義勇為替我解困，因他正是寮國人。他說，其實你聽得不太清楚才誤解的。不過如果再有如此事發生，你只要微笑和他們說："濕滯"便成了。"濕滯"寮話是表示謝謝了，不用客氣的意思。

唉，老天，我們廣東音的"濕滯"是表示事情糟透，不能消化，有麻煩了的意思。看來，將來如果有人又再叫我姣婆時，我只好這句"濕滯"來消化姣婆這一招吧！

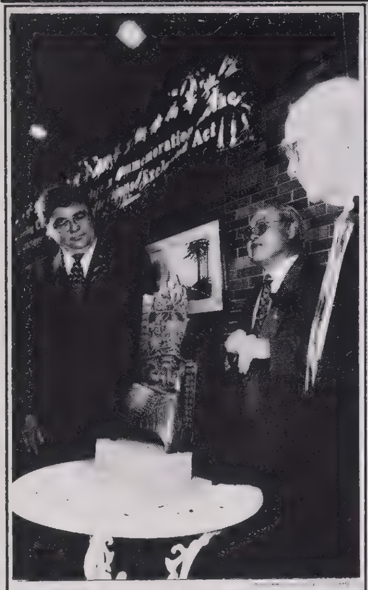
以上的笑話只是希望讀者一笑，尤其是在這濕濕滯滯的悶人夏天。送上同音解妙詩一首，與讀者共分享：

琵琶不是這枇杷，
只為當年識字差。
若是琵琶能結果，
滿城絃管盡開花。

(原載1998年7月份緬省越棉寮華報)

媒體拾掇
MEDIA COVERAGE





Contribution recognized

Sculptor Leo Mol (right) helps Lt.-Gov. Yvon Dumont (left) and Dr. Joseph Du, president of the Winnipeg Chinese Cultural and Community Centre, unveil his creation recognizing the contribution of Chinese workers in building the Canadian Pacific Railway. It will be placed in the Leo Mol Sculpture Garden in Assiniboine Park

枫骨中华

——加拿大铁路华工纪念碑

本报驻加拿大记者 邹德浩

6月11日，对于所有在加拿大的裔来说，都是一个值得纪念的日。这一天，一座高约2米的铁路华铜质纪念碑在马尼托巴省温尼伯正式落成，纪念碑上伸向远方山的铁路和路基旁站立的数十名华，似乎在向人们诉说着100多年前段充满艰辛的历史。

这座纪念碑是为纪念1881年至85年期间，从中国南方被当作"猪"卖到加拿大来参加修建太平洋路的1.7万名华工而竖立的。他们只有铁锤、钢钎等简陋工具的条下，逢山开路，遇水架桥，越过"加大地盾"的岩石与沼泽，穿过不列哥伦比亚省几乎不可通过的山，最后修通了连接加拿大东西部太平洋铁路。在修建铁路的5年时里，共有4000多名华工献出了生，铁路每向前推进1公里，就有1名工死亡。

温尼伯中华文化中心主席余狱在接受本报记者专访时说，这一

来到碑前致意，一些筑情显得分外激动，一位华裔赋诗道："铁路纵横万里贯西东。移山劈路穿岩夺天工。凝想前人先代马牛工。当年多少岗头染草红。"国会议也驱车400多公里前来说，他的祖父就是当年的华工，华工的牺牲与东西部统一，也为加拿做出了不可磨灭的贡献

中国中外名人文化国铁路关心下一代工纪念这段令人难以忘合投资摄制了专题电华魂》。从温哥华前来门菲沙大学林思齐国任、摄制组加拿大项目沃尔斯教授表示，许多



中文電視台來採訪
Chinese TV News Crew

鐵路華工紀念銅雕 溫城六月上旬揭幕

【本報溫尼辟專訊】溫城中華文化中心將於六月十一日在阿斯尼貝恩公園之毛里奧藝術園(Leo Mol Art Garden)內舉行「鐵路華工紀念雕塑」揭幕典禮。

這座高約三公尺寬二公尺的巨型銅像(直圖)兩旁鑄有當地學者蔡衍泰與曾昌擬撰：「鐵路縱橫通十省；滂沱涕泗灑酩磯。紀念鐵路華工，以及廢除「一九二三年排廷華法案」五十周年」的紀念字句。

除了樹立於安大略省多倫多市天虹體育館旁的鐵路華工紀念銅像之外，這將會是加拿大全國第二座以紀念於一八八零至八五年間，從中國南方被「賣豬仔」到加拿大來興建太平洋鐵路之一萬七千多名華工爲主題的雕塑。

文化中心主席余嶽興醫生表示：「這個具歷史性工程的成功，應感謝緬尼托巴省華人歷史研究會在去年五月間舉辦的紀念廢除排華法案五十周年研討會。

「在這項極富意義的活動中，我們觸發了推動興建紀念鐵路華工紀念碑的動機。文化中心於是特別成立一個專責委員會，去籌募經費和商請毛里奧(圓圖)設計及雕塑紀念碑。」

委員會共十二人，由余嶽興與緬省前女省督麥岡妮歌任共同主席。委員包括溫市前市長羅利、緬省大法官韋特、華社領袖李杏源、李紹麟、鄭成信及陳國瑜等人。

他們分別四出向加拿大三級政府、中國政府和民間慈善及工商企業籌募所需經費近二十萬元。今年八十四歲的國際知名烏克蘭裔雕塑家毛里奧亦表示樂意義務的去精心雕製這個紀念銅像。

此外，由中國「中外名人文化研究會」和「中國鐵路關心下一代工作委員會」聯會投資攝製的電視片集《楓骨中華魂》的製片人兼總導演陳建國和執行製片人李寧兵亦曾於去年十二月下旬，率領工作人員，專程由多倫多前赴溫城，實地拍攝該座紀念碑和訪問了數名相關人士。

該套電視片集預計將會在本月完工，到時首先在北京人民大會堂舉行首播儀式，邀請中國國家及各界首腦莅場觀看；接着會再在多倫多舉行規格相同的首播典禮。

《楓骨中華魂》溫尼辟首映

【本報消息】一描述華工修築鐵路血淚史的紀錄片《楓骨中華魂》，十一月廿八日在溫尼辟的藝術館（Winnipeg Art Gallery）舉行最後一場的首映典禮，慶典[illegible]主持，應邀參加盛會的有三級政府官員、學校師生等三百多人。

《楓》片在溫尼辟舉行的首映禮，除了與其他城市一樣獲得肯定的好評之外，溫尼辟文化中心主席余嶽興醫生在開幕加映了一部由《楓》片製片人製作的《無名英雄的豐碑》，加深觀眾印象。《無名英雄的豐碑》展現出溫尼辟華人受到人頭稅、排華法案等不平等待遇的影響，以及他們力爭上游的奮鬥精神。《無名英雄的豐碑》亦特別記述溫尼辟華埠重建及成立文化中心的史實，同時也記錄了緬省歷史協會為紀念廢除排華法案五十周年紀念所舉辦的歷史性研討會。該片最後強調由溫城文化中心主席余嶽興醫生大力推動之下，於今年六月十一日揭幕的一座高高豎立的鐵路華工紀念碑，肯定華人在加國歷史的重要性。該電視片還出現任國會反對黨的改革黨華裔國會議員麥鼎鴻（Inky Mark）（緬省多芬市），對鐵路華工及人頭稅平反所持的肯定看法。麥議員在溫尼辟鐵路華工紀念碑揭幕時發表了重要的講話，他說他是鐵路華工的後裔，父親是人頭稅的受害者，幸虧是排華法案的廢除，他才能有機會從中國到加拿大而成為現今的國會議員。

JUL 10, 1999

華社新聞點滴 Chinatown News 明報

緬省中華文化中心李紹麟獲頒加拿大勳章表揚功績

【本報溫尼辟專訊】緬省溫尼辟中華文化中心的領導班子，十五年內出了兩名加拿大勳章得主，創全國之首。

該中心主席余嶽興在一九八五年獲頒加拿大勳章，副主席、來自香港的化學師李紹麟亦於國慶日以長期卓越社會義務工作成績而獲頒此最高榮譽。

李紹麟昨午向本報表示：「能夠得到加拿大勳章，我感到十分榮幸。但與我一起從事社會義務工作的全人之中，比我更爲熱心、更爲投入的人多的是。我希望他們對社區的貢獻，早晚亦能得到肯定和確認。」

余嶽興指出：「李紹麟在溫城華社，不辭勞苦地從事各項義務工作達三十年。此外，他自七十年代初期開始，便積極促進溫城的多元文化及藝術活動，並透過在省人權委員會的工作，不斷地爲省內各少數族裔社群，爭取權益。」

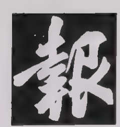
李紹麟在一九七八至八一年，獲委任緬省人權委員兼該委員會政策審核主任委員；八四至八八年任聯邦多元文化理事會理事；八七至九零年，任溫城社區與族裔理事會市政服務委員會主席；九三年至今，再度出任緬省人權委員。

李紹麟今年五十五歲，一九六二年進入緬省大學攻讀化學，六七年畢業後，加入溫城市政府工作，現任溫城工業廢料監控總化學師職位。

他在六八年與劉巾眉結婚，兩人育有三女：文潔(Margaret)卅歲、文寶(Mabel)廿九歲、和文安(Malinda)二十歲。

A news clips form Ming Bao: The Winnipeg Chinese Cultural and Community Centre's Vice-President Mr. Philip Lee has been awared the Member of The Order of Canada.

JUNE 30, 1999

華社新聞點滴 Chinatown News  

宋慶齡基金少年技藝團
加國五市巡迴演出一月

【本報溫尼辟專訊】由溫城文化中心統籌，中國宋慶齡基金會少年兒童技藝訪問團，將於本周五開始，在加拿大五大城市巡迴演出一個月。

演出城市及日期為：溫哥華七月二日至五日，卡加利五日至八日，溫尼辟八日至十八日，多倫多十八日至廿一日，滿地可廿一日至廿四日。

「由於在首都地區未能找到合適的協辦單位，所以孩子們錯過了在加京演出的機會，我們覺得十分可惜。」溫城文化中心主席余嶽興對本報表示。

「這個大型訪問團原先是安排了由該基金會副主席、前中國駐加拿大大使溫業湛率領，但後因他必須在七月間參加在中國舉行的全國政協的一些重要活動而不克成行。

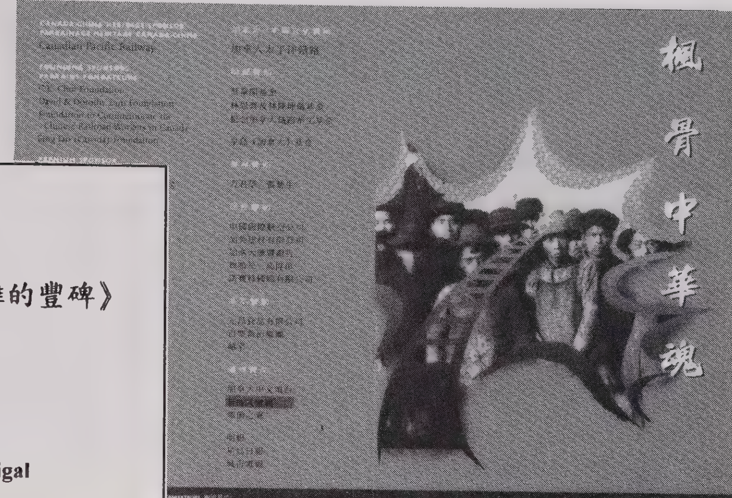
「結果，現在改出基金會理事兼全國關心下一代委員會副主委閔振環出任團長。其他成員包括秘書長吳存瑜、副秘書長李光府和四名教練及十四名年齡從九歲至十三歲的小藝員。」余嶽興說。

演出節目分五大類：武術、少兒雜技、京劇、民族樂器和民族舞蹈。武術之中再分有太極拳、木蘭劍、少林棍、刀術和對練五項表演。少兒雜技演出代表中國少年兒童最高水平的「高車踢碗」和「轉毯」等曾名揚歐洲的雜技節目。

少兒技藝團在溫尼辟停留時間較長，主要原因是它的團員將會在該市每年一度、規模龐大的民風節(Folk－o－rama)裏，應邀作出多場演出。

A news clips form Ming Bao: Invited by the Winnipeg Chinese Cultural and Community Centre, the Youth Troupe from Song Ching Ling Foundation of China, which will visit major cities including Winnipeg, Vancouver, Calgary, Toronto and Montreal from July 2 to 24, 1999.

溫尼辟首映禮節目表
Program of the Premiere Ceremony



《楓骨中華魂》及《無名英雄的豐碑》
溫尼泊首映慶典
一九九八年十一月廿八日
下午二時三十分
溫尼泊藝術館

司儀：前任省督 Pearl McGonigal

唱國歌：
緬省華人音樂協會樂韻合唱團

開幕致詞:
溫城中華文化中心主席余嶽興醫生

致賀詞:
國會議員 Mr. Reg Alcock
文化部長 Honourable Rosemary Vodrey
溫尼辟市長 Mr. Glen Murray
執行制作人李寧玉博士
加拿大項目全國委員會副主席蔡宏安先生

頒獎

放映《楓骨中華魂》及《無名英雄的豐碑》

茶點招待

The Winnipeg Premiere Of
< *Canadian Steel, Chinese Grit* >
<*Monument To The Nameless Heroes*>
Saturday, November 28, 1998, 2:30 p.m.
Winnipeg Art Gallery
Winnipeg, Manitoba

Master of Ceremonies: **Honourable Pearl McGonigal**

O Canada - The Winnipeg Chinese Choir, Manitoba Chinese Music Association

Opening Remarks:
Dr. Joseph Du
President, The Winnipeg Chinese Cultural and Community Centre

Greetings:
Mr. Reg. Alcock, M.P.
Winnipeg South

Honourable Rosemary Vodrey
Minister of Culture, Heritage and Citizenship

His Worship Mayor Glen Murray
Mayor, City of Winnipeg

Dr. Ning Yu Li
Executive Producer, Mrid Productions

Mr. David W. Choi
Vice-Chairman and Executive Producer

Presentation

Film Showing

Reception

揭幕典禮節目表
Program of the Unveiling Ceremony

慶祝廢除排華法案五十週年
鐵路華工紀念碑揭幕典禮誌慶

The Unveiling Ceremony of a Sculpture in Commemoration of the 50th Anniversary of the Repeal of the Chinese Exclusion Act



Thursday, June 11, 1998
at the Leo Mol Sculpture Garden, Assiniboine Park, Winnipeg

鐵路縱橫通十省
滂沱涕泗灑硌磯

溫城中華文化中心敬贈

Book mark souvenir of the Unveiling Ceremony 揭幕典禮紀念書籤

溫城中華文化中心
THE WINNIPEG CHINESE CULTURAL AND COMMUNITY CENTRE
2nd Floor 180 King Street, Winnipeg, Manitoba, Canada R3B 3G8
Tel (204) 943-2627 / 943-1197 Fax (204) 944-8308 E-mail Wcccc@pangea.ca

Special Committee for the Leo Mol Project

Dr. Joseph N. H. Du, C.M.
Co-Chair

Hon. Pearl McGonigal, C.M.
Co-Chair

Committee Members

Dr. Robert Thorlakson, O.C.
Mr. Hung Yuen Lee
Mr. Philip Lee, C.M.
Mr. Philip Chang
Dr. Calvin Chan
Mr. William Norrie, C.M., Q.C.
Mr. Justice Scott Wright, Q.C.
Mr. Rod Zimmer



The Unveiling Ceremony of a Sculpture in Commemoration of the 50th Anniversary of the Repeal of the Chinese Exclusion Act

This Sculpture was created in 1997 by Leo Mol, O.C., LL.D. in recognition of the contribution of Chinese workers in building the Canadian Pacific Railway, and in commemoration of the 50th Anniversary of the Repeal of the Chinese Exclusion Act

Commissioned by Manitoba's Chinese community with financial assistance from:

GOVERNMENT OF CANADA
GOVERNMENT OF THE PEOPLE'S REPUBLIC OF CHINA
PROVINCE OF MANITOBA
CITY OF WINNIPEG
WINNIPEG FOUNDATION
THOMAS SILL FOUNDATION
CANADIAN RACE RELATIONS FOUNDATION
FRIENDS OF THE COMMUNITY

慶祝廢除排華法案五十週年
鐵路華工紀念碑揭幕慶典

The Unveiling Ceremony of a Sculpture in Commemoration of the 50th Anniversary of the Repeal of the Chinese Exclusion Act

Thursday, June 11, 1998
10:30 am
at the Leo Mol Sculpture Garden, Assiniboine Park, Winnipeg

PROGRAM

Master of Ceremonies The Honourable Pearl McGonigal

1. Opening Remarks
   - Dr. Joseph Du, President of the Winnipeg Chinese Cultural and Community Centre
2. Greetings
   - The Honourable W. Yvon Dumont, Lieutenant Governor of Manitoba
   - Ms. Sophia Leung, Member of Parliament, Vancouver-Kingsway
   - The Honourable Rosemary Vodrey, Minister of Culture, Heritage and Citizenship
   - Her Worship, Mayor Susan Thompson, City of Winnipeg
   - Mr. Zhou XingBao, The Consul-General of the People's Republic of China, Toronto
3. Unveiling Ceremony
   - The Honourable W. Yvon Dumont & Dr. Leo Mol
4. Entertainment & Reception
   - Band of #1 Canadian Air Division, Winnipeg
   - Pipers of #407 Royal Canadian Army Cadet Corps Cadet Warrant Officer Carley Scott and Sergeant James Taylor
   - Lion Dance by the Ching Wu Athletic Association

纪念碑盛典及華社活動照片

PICTURES OF THE UNVEILING CEREMONY & OTHER ACTIVITIES IN CHINESE COMMUNITY





1A



1B



1C



1D



1E



1F



1G



1H

1A. 加拿大空軍樂隊演奏國歌。
No. 1 Canadian Air Division Band.

1B. ”楓骨中華魂”及”無名英雄的豐碑”電視記錄片在溫尼辟舉行首播儀式，前省督麥歌妮高任司儀。
Winnipeg Chinese Cultural & Community Centre hosts local premiere of two documentary films, " Canadian Steel, Chinese Grit" & " Monument to the Nameless Heroes". Hon. Pearl McGonigal, former Lieutenant Governor of Manitoba serves as master of ceremony.

1C. 國會議員艾瑞舸在首播中致詞。
Reg Alcock, MP of Winnipeg South sends greeting at the Winnipeg Premiere.

1D. 前總警務處長史提芬與譚培宗教授夫婦寒喧。Herb Stephen (C), retired Chief of Police chatting with Prof. & Mrs. Derek Hum while Councillor Glen Murray (currently Mayor of Winnipeg) approaching from behind.

1E. 溫城中華文化中心主席余嶽興醫生在揭幕禮上致詞。
Opening remarks by Dr. Joseph Du, president of the Winnipeg Chinese Cultural & Community Centre.

1F. 揭幕典禮會中熱鬧之情景。
A glimpse at the unveiling ceremony .

1G. 前任市長羅理(中)與觀眾同觀禮。
William Norrie (C), former Winnipeg Mayor attends the ceremony.

1H. 前任市長羅理（右二）與老朋友合照。
From L to R : Mr. Rick Frost and Ms. Cathy Auld of the Winnipeg Foundation, Former City Mayor Wlliam Norrie, Mrs. Amy Lee from Prairie Chinese News.

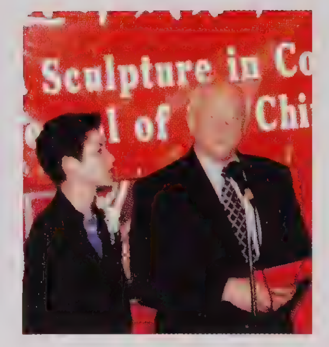




2A



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2G



2H



2I



2J

慶祝晚宴中致詞的貴賓:

(2A) 中國駐多倫多總領事館周興寶總領事。(2B)市議員蕭雅敏。 (2C) 省府城市部廳長來慕傑(右)，陸李懿華律師爲大會司儀及翻譯(左)。(2D) "楓骨中華魂"加拿大項目委員會副主席蔡宏安。(2E) 國會議員麥鼎鴻 。

Greetings from the honourable guests at the celebration banquet:

(2A) Zhou Xingbao, Consul- General of the People's Republic of China in Toronto; (2B) Winnipeg City Counciller Amaro Silva; (2C) The Hon. Jack Reimer, the minister of Urban Affairs, Manitoba (R), Ms. Eva Luk as MC and translator(L); (2D) David Choi, vice-chairman of " Canadian Steel, Chinese Grit" Candian National Executive Council; (2E) Inky Mark, MP of Dauphin-Swan River.

2F. 加拿大西門菲莎大學林思齊國際交流中心主任王健教授在晚宴中表演竹板快書。Prof. Jan Walls, chairman of David See-Chai Lam Centre for International Communication, Simon Fraser University, Vancouver B.C. performs the "bamboo-stick clapping song" in the banquet.

2G. 國會議員麥鼎鴻夫婦與杜力信醫生夫婦 Mr. & Mrs. Inky Mark and Dr. & Mrs. R. Thorlakson at the banquet.

2H. 賓主共歡(由左至右)： 前省督麥歌妮高、入籍法官艾麥基、國會議員梁陳明任及余嶽興醫生。 From L to R: The Hon. Pearl McGonigal, Art Miki, Citizenship Court Judge, Dr. Du and MP Sophia Leung.

2I. 國會議員梁陳明任在慶祝晚宴中致詞。Sophia Leung, MP of Kingsway, Vancouver speaks at the celebration banquet.

2J. 名雕塑家毛利奧(左)與余嶽興醫生(右)揭開塑雕的迷你像。Dr. Leo Mol (L) and Dr. Joseph Du (R), unveiling the miniature sculpture.





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3D



3E



3F



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3H

3A. 溫尼辟代表團參加中國四川成都市97國際熊貓節。團長余嶽興醫生接受黃市委書記所贈之國際友好大使獎。Winnipeg Goodwill mission delegations participate the 1997 Chengdu Internation Panda Festival. Delegation leader, Dr. Joseph Du (center right) recieves an International Ambassador Award from Secretary General Hwang.

3B. 溫尼辟代表團參加四川國際熊貓節開幕式 Winnipeg delegation at the opening ceremony of the International Panda Festival.

3C. 余嶽興醫生接受成都動物園園長宋雲芳(右)頒發獎牌。Dr. Du recieves award from Chengdu Zoo Director Song Yunfang (R).

3D. 余嶽興醫生(中)、鄭成信(右)在北京宋慶齡故居門前與溫業湛大使(左)等合照。Dr. J. Du (C) & Philip Chang (R) with former ambassador Wen Yue Zhan (L) at Song Ching Ling's former residence in Beijing, China.

3E. 余嶽興醫生在渥京國會山莊拜會參議院議長摩傑及首位華裔參議員利德蕙。圖示余醫生展示本刊之封面設計。Dr. J. Du visits Senator Molgat and Senator Vivienne Poy at the Capitol Hill & showing them the cover design of this commemorative publication.

3F. 溫尼辟社團歡迎廣東友好團來訪 Winnipeg Chinese community at the welcoming reception for the Guandong Good Will Delegates.

3G. 為救援魁省冰災籌募款項。由余嶽興醫生(中)李紹麟(左)將善款交給救世軍代表(右)。Dr. J. Du (C) and Philip Lee (L) present a chqeue to Mr. David Luginbuhl (R), Liet. Colonel of the Salvation Army. The fund was raised through the Chinese New Year Banquet to help the victims of Quebec's ice storm.

3H. 文化中心主席余嶽興醫生(右二)與副主席李紹麟(左)參加在大多倫多市中華文化中心開幕盛典。Dr. J. Du (R2) President of Winnipeg Chinese Cultural Centre, and Philip Lee (L) , Vice President attend the Chinese Cultural Centre of Greater Toronto's Opening Ceremony, May 1998.





4A



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4D



4H

4A. 喬石夫人(左二)參觀溫尼辟中華文化中心。Mrs. Qiao Shi (L2) and Mrs. Alison Mogat (C) visits the Chinese Cultural Centre.

4B. 中國駐加拿大大使張毅君出席議長摩傑之特別歡送晚宴。
Chinese Ambassador in Canada Mr. Zhang Yi Juan in Senator Gildas Mogat's special farewell party.

4C. 應溫城文化中心之邀請，前來溫尼辟參加民風節演出的北京宋慶齡基金會表演團。
Beijing Song Ching Ling Foundation's youth troupe performers at the '99 Folklorama Chinese Pavilion.

4D. 97年五月緬省華人歷史研究會舉辦廢除排華法案五十週年紀念會議。The Manitoba Chinese Historical society host a conference on : In Commemoration of the 50th Anniversary of the Repeal of the Chinese Exclusion Act.

4E. 溫尼辟市風光明媚的緬華花園。
The beautiful China Garden in Winnipeg Chinatown.

4F. 文化中心主席余嶽興醫生(中)與孫兒們歡渡春節晚會。Dr. Joseph Du (C) enjoys the Spring Festival celebration at the Cultural Centre with grand children.

4G. 溫尼辟華社元老李杏源(右二)歡渡八十大壽。Mr. Hung Yuen Lee (second from R) known of of Mayor of Chinatown, receives well-wishes gift on his 80th birthday.

4H. 台灣青年友好訪問團在溫尼辟表演。
The 1996 Chinese Youth Goodwill Mission from Taiwan perform in Winnipeg.







5A



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5C



5G



5D



5H

5A. 溫城中華文化中心代表余嶽興(左二)李紹麟(左四)鄭成信(左一)參加在溫哥華舉行的第二屆全加中華文化中心會議。
Delegate from Winnipeg Chinese Cultural Centre participate at the 2nd National Chinese Cultural Centre Conference. Vancouver, November 1998.

5B. 余嶽興醫生應宋慶齡基金會之邀往北京城外察視大灘地區小學。 Invited by the Song Ching Ling Foundation, Dr. Joseph Du visits elemtary school in remote area outside Beijing, China.

5C. 拜會中國駐加拿大大使， 左至右：趙振宇參贊、余嶽興醫生、梅平大使及鄭成信
Visit the Chinese Embassy in Ottawa, from L to R: Counsellor Zhao Zhengu, Dr. J. Du, Ambassador Mei Ping, and Philip Chang

5D. 榮獲歷屆金龍宴金龍獎之名士，(左至右)前排：緬大前校長賴安路、前溫尼辟市長羅理、僑領李杏源、前省督麥干妮歌、杜力信醫生。後排：僑領李紹麟、工業部長詹登尼、文化中心主席余嶽興醫生。
Hourourees of the Citizen of the Year Award at the Golden Dragon Fund- Rasing Dinner held by the WCCC (L to R): Front row: Dr. Arnold Naimark, Mr. William Norrie, Mr. Hung Yuen Lee the Hon. Pearl McGonigal and Dr. Robert Thorlakson. back row: Mr. Philip Lee, the Hon. James Downey and Dr. Joseph Du.

5E. 首屆全加中華文化中心會議95年在溫尼辟召開各文化中心代表于緬華花園合照。左至右：李松，李植榮、洪金福、張明達、李紹麟 、余嶽興、張裕榮及熊恆浩。
Delegate from across Canada participate the first National Chinese Cultural Organisatuin Conference held in Winnipeg Septemble, 1995

5F. 首屆全加中華文化中心會議多元文化專題討論講員。 Panelists of the panel discussion of Multiculturalism issues among Community at the 1st National Chinese Cultural Organization Conference.

5G. 成都市長王榮軒拜會溫尼辟市長唐素心並在貴賓簿上留名。Mr. Wang Ronxin, Mayor of Chengdu, China signs in the guest book in Mayor Susan Thompson's office.

5H. 成都市委書記陶先武率團訪問溫尼辟
Tao Wuxian, party Secretary General of Chengdu City arrives at Winnipeg Airport, greeted by Mayor Glen Murray (L) and Dr. J. Du (R).





6A



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6E



6H

6A. 溫尼辟華社慶祝香港回歸。Winnipeg Chinese Community celebrates Hong Kong's Return to China.

6B. 醒獅在民風節時中國館作表演。Lion dance performance in the Chinese Pavilion during Folkloram.

6C. 1999 年七月九日溫城華埠旗幟揭幕典禮。圖示旗幟設計優勝者李先生(左)與省政府民政廳長(右)掀開旗幟之儀式。Winnipeg Chinatown Banner unveiling Ceremony Award winner artist Ming Fang Li (L) and Hon. Jack Reimer. Minister of Urban Affairs unveil the new banner to welcome Y2K, the year of the Dragon.

6D. 加拿大郵政總局贈首張牛年郵票給溫城中華文化中心作紀念 Canada Posts Corporation present the first Chinese New Year stamp, Year of the Ox to the Winnipeg Chinese Cultural Centre.

6E. 由本市四間中文學校主辦，並由僑委會贊助的青少年夏令營。Summer camp organized by four local Chinese schools, and sponsored by oversea Chinese Affairs.

6F. 以文會友盛會。Seeking friendship thru literature.

6G 首位華裔參議員利德蕙訪問溫尼辟(上圖)：席間與本市緬省大學校長伊慕(右)及余醫生暢談。(下圖)：接受余醫生代表文化中心之贈禮。 The first Chinese Canadian Senator Vivienne Poy visiting Winnipeg. Pictures at top: having dinner with Dr. Du & UM President Dr. Emōke Szathmáry(L), at bottom: receiving gifts from Dr. Du on behalf of the WCCCC.

6H. 97年成都表演團來溫城爲民風節表演。Chengdu performing group performed at the Folklorama 97 in Winnipeg.



附　錄
ADDENDUM

鐵路縱橫通十省

滂沱泗涕洒硌磯

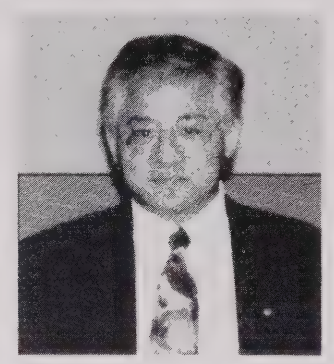
緬省華裔參政，融入主流社會

Manitoba Chinese entering the political arena



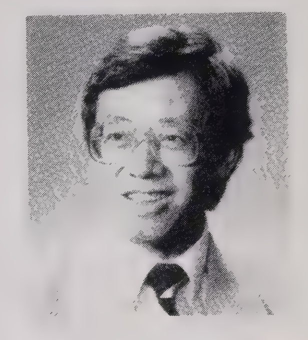
李紹麟先生
Mr. Philip Lee, C.M.

參選保守黨省議員
Candidate for Provincial election (1977)
加拿大最高勳章Order of Canada (1999)



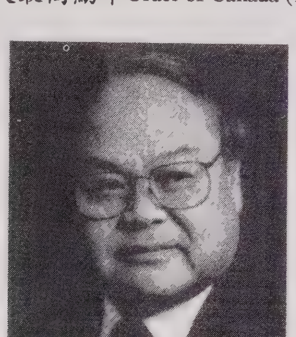
麥鼎鴻國會議員
Mr. Inky Mark M.P.

多芬市議員
Dauphin City Councilor 1991-93
多芬市市長
Dauphin Mayor 1994-96
國會議員
Member of Parliament 1997



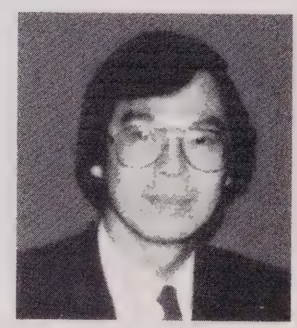
源汝申先生
Mr. Joseph Yuen

溫尼辟市議員
Winnipeg City Councilor - 1987-1992



余嶽興醫生
Dr. Joseph Du, C.M., M.D.

參選保守黨國會議員
P.C. Candidate for M.P. (1984)
加拿大最高勳章Order of Canada (1985)

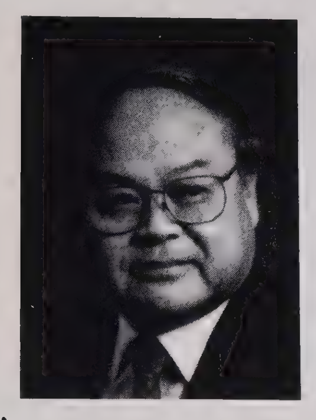


黄健崇先生
Mr. Ken Wong

溫尼辟市議員
Winnipeg City Councilor - 1972-1977



高瞻遠矚的余醫生



王 河

在過去的一個世紀以上，北美華人飽受欺凌及煎熬，現在都可說已變成歷史陳跡了。這是除了政治經濟的重大轉變外，還有是倚賴各處的僑領，努力參與及爭取當地社會的改善工作，得到主流社會人仕的尊敬及認可的結果，而對原籍的祖國不斷的加強聯系、架成橋樑，爲下一代帶來更大的自信及文化上的自豪也是重要原因之一。

服務本省的余嶽興醫生，便是個中的佼佼者。余醫生不單在其職務上服務大眾，也廣澤加國北部的土著，爲少數民族請命，他更利用空餘時間推廣華社事務，重建本市的華埠、築庭園、助本市與成都市及台北市締結成姊妹城、助送北極熊與中國及襄借熊貓展出，他甚而踏出了華人社會的範圍，作爲猶太人社區的董事，並得進保黨黨魁推介作國會議員的侯選人。其成就不容置疑，而其所代表的公及私營機構名銜不少，而所獲的獎狀甚多：如本市的榮譽市民獎、省督府榮譽市民獎、緬省最高的水牛獎、加國市民最高的國家榮譽勳章、中國成都市的國際友好大使獎等等。

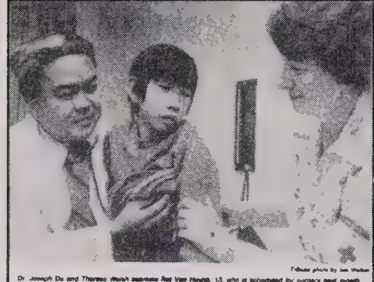
Dr. Joseph Du, a man with visions & missions – Patrick Wong

During the past century, Chinese immigrants have suffered one of the most hostile treatments in early North American history. Today, the situation has improved, due to the drastic political changes and economic turn around. Nevertheless, the efforts of the local Chinese, working hard to achieve recognition and acceptance, have played a very important role in this change. Dr. Joseph N. H. Du is among this group, In addition to being a practicing pediatrician, he is on the pediatric faculty at the University of Manitoba School of Medicine and has for 32 years been active in the northern outreach program, practicing medicine in native communities in Northern Manitoba. As a member of the board of directors of the Canadian Foundation for Refugees, he was also involved in the reception of Vietnamese refugees in the late 1970s. Dr. Du ran for office in the 1984 Federal Election and continues to be involved in civic affairs.

He was the main force in the redevelopment of Winnipeg's Chinatown and the building of the Winnipeg Chinese Cultural & Community Centre. He helped organize the display of pandas at the Assiniboine Park Zoo in Winnipeg, as well as arranging the donation of pairs of polar bear cubs to zoos in Chengdu, Beijing and Taipei. Dr. Du's work extends well beyond the Chinese community. He has served on the board of directors of the Royal Winnipeg Ballet, the University of Manitoba and the Council for Canadian Unity among others.

His tireless effort has won him the Order of Canada; the Order of the Buffalo Hunt Award from Manitoba Government; a Community Service Award from the City of Winnipeg, and International Goodwill Ambassador Award from China.

融入主流社會．服務人群．屢獲殊榮的余醫生

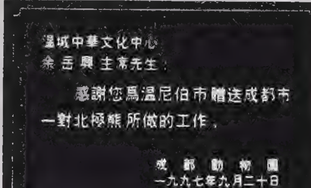


Dr Joseph Du and Theresa Walsh examine Rot Van Huynh, 13, who is scheduled for surgery next month

Many gave to save a life







溫城中華文化中心

余岳興主席先生：

感謝您爲溫尼伯市贈送成都市一對北極熊所做的工作。

成都動物園

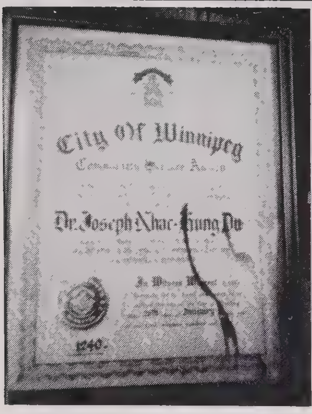
一九九七年九月二十日

'Bombed-out mouths' prompt free dental work for Viet kids



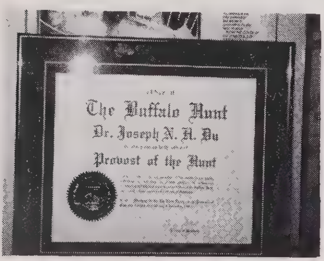
By Lawrence Wolf

Tribune Medical Reporter

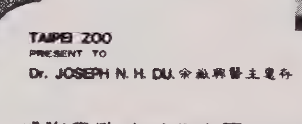


社區服務獎　Community Service

加拿大國家最高勳章　Order of Canada Award



水牛獎　Buffalo Hunt Award



TAIPEI ZOO

PRESENT TO

DR. JOSEPH N. H. DU. 余嶽興醫生惠存

感謝您致力贈送本園一對加拿大北極熊

THIS TESTIMONIAL OF APPRECIATION OF YOUR SENDING ONE PAIR OF POLAR BEAR FROM CANADA TO US.

PRESENT AT TAIPEI TAIWAN R.O.C.

MAY 11, 1997

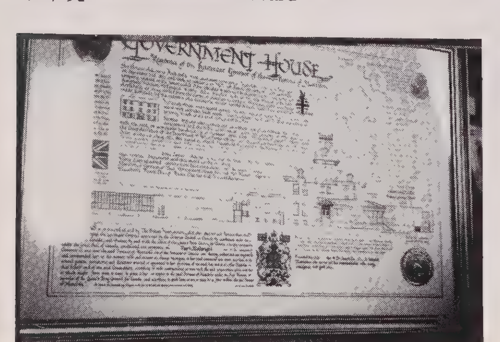


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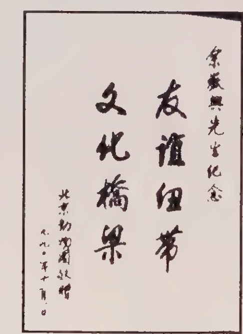
台北動物園獎狀　Taipei Zoo



省督府獎　Government House

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北京動物園獎狀　Beijing Zoo Award

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THE 50TH ANNIVERSARY OF THE REPEAL OF THE CHINESE EXCLUSION ACT